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TOPICS - OF - THE - DAY

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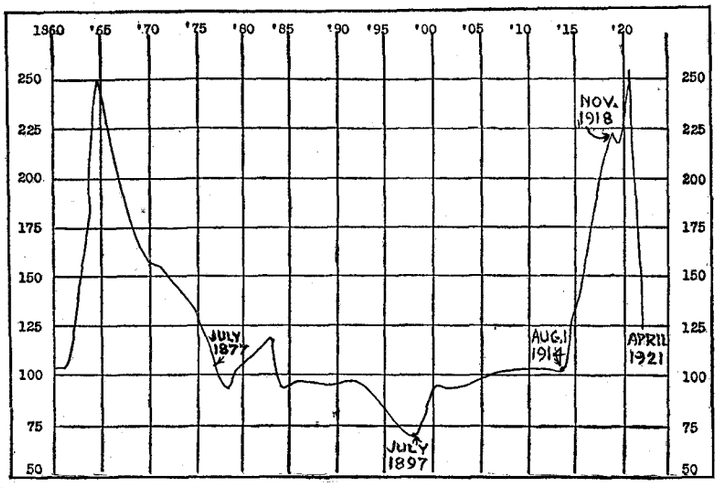
HIGH RETAIL PRICES HOLDING BACK PROSPERITY

THE PROMISED LAND OF "NORMALCY" will remain a mirage, many authorities agree, until retail prices learn to keep closer to the heels of wholesale prices on the steep downward trail from the peak they achieved in 1920. "Deflation has been in progress, but has failed to reach the mark where it can be proclaimed to the great mass of consumers," said President Harding in his message to Congress; and he added, as specific instances of the failure of the cost of living to keep in touch with the "reduced cost of basic production": "The prices on grains and live stock have been deflated, but the cost of bread and meats is not adequately reflected therein." And there is a thinly veiled threat to profiteers in his further suggestion that—

"Without the spirit of hostility or haste in accusation of profiteering, some suitable inquiry by Congress might speed the price readjustment to normal relationship, with helpfulness to both producer and consumer. A measuring-rod of fair prices will satisfy the country and give us a business revival to end all depression and unemployment."



Prepared by Klink, Bean & Co.

TWIN PEAKS OF WAR-PRICES.

This chart of wholesale commodity prices in the United States since 1860 reveals a remarkable similarity between the effect of the Civil War and that of the World War on the cost of living.

The Federal Trade Commission, reporting to the President after an investigation of the high cost of living, finds that "as a prerequisite to normal business" this cost "must come down," and that "the first move should be the reduction of retail prices, accompanied by such credit assistance as will prevent any undue financial disorders." The first object, says the commission, "should be to increase rather than lessen the purchasing power of the ordinary consumer." "There is a lag in price-reductions that works hardships and upsets buying power," agrees Dr. John White, director of research of the National Association of Credit Men, who writes further in *The Credit Monthly:*

"The ultimate consumer particularly is affected by this lag. The cost of living of the ultimate consumer is not reduced with the same speed as wholesale commodities, particularly raw materials, are reduced. Thus, while wholesale prices, as reflected in *Bradstreet's* index-number, had declined more than 39 per cent. from the peak to January 1, the cost of living in the large cities of America decreased less than 10 per cent. on an average from the peak."

"With a decline of 45 per cent. in many wholesale prices, retail prices have correspondingly fallen about 15 per cent., and are still excessively high," affirms the Topeka *Capital*, which adds: "As they come down, reducing living costs, wages can follow." "Let retail prices come down as much as wholesale prices have already come down, and labor will be better satisfied with its lot," declares *Forbes* (New York), which proclaims its convictions that "if all necessary price and wage reductions were effected promptly, business would recuperate with astonishing alacrity and vigor."

But in the meantime, notes William A. McGarry in the New York *Nation*, "all the talk of optimism avails nothing while the consumer remains a pessimist"; and it predicts that "a pessimist he will remain, a buyer on strike, until the prices to him are much, much lower, somewhere in the vicinity of prewar, pre-1914, standards." Up to the present, he contends, "retailers, on the whole, have not taken losses; and in support of this opinion he cites the fact that "in fields where competition is keen—shirts, clothing, hats, hosiery, underwear, and even in some lines of house-hold furniture and equipment—manufacturers have been forced to sell direct to the consumer in the attempt to break high prices maintained by the retailer." *The Wall Street Journal* speaks of "the anomaly of the broad variation between price to the producer and the consumer." "Generally speaking," says the New York *Globe*, "the prices of raw materials have fallen further than the prices of manufactured goods, and the prices of goods at wholesale have fallen further than retail prices. At the same time the public's purchasing power has been diminished by unemployment, by decreased wages, and by the outrageous amount demanded for such necessities as housing and fuel, yet the general price level has been held far above the actual present cost of production."

"Practically the indictment against the retailer is that he blocks the return to normal all along the line," remarks the Brooklyn *Eagle*, which thinks that "he can interpose a plea of not guilty only when his reductions are proportionate to those of the

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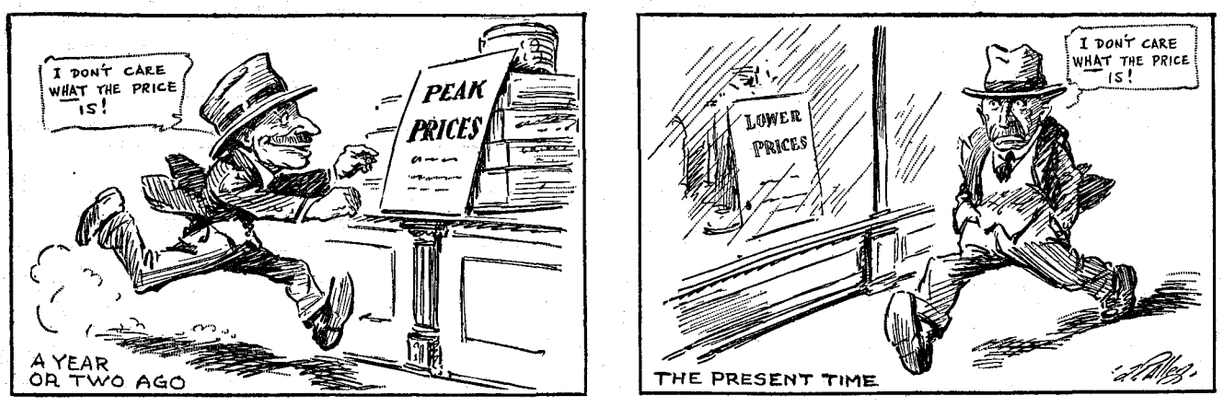

TWO FOOLISH EXTREMES THAT HURT ALL OF US.

—Alley in the Memphis *Commercial Appeal.*

wholesaler." But, remembering that selfish motives are not peculiar to the retailer, *The Eagle* goes on to say:

"On the other hand, no brief for him is held when it is stated that his indisposition is by no means exceptional. It is shared by those who so long arbitrarily kept up the prices of steel products. And, of course, it is shared by the growers of grain and cotton, who are clamoring for Federal relief, to say nothing of those who are crowding the lobbies of the Capitol at Washington in the interest of tariff reform, so called. Nor will any revision of a railroad pay-roll of $3,000,000,000 come without a struggle. By all means, let the rapacious retailers be condemned and warned, but let not other withers go unwrung."

"It is not news to hear that recessions in prices of many necessities, particularly of foodstuffs, are prevented by retailers," avers the Buffalo *Express;* and in the New York *Evening Post* we read:

"Running all through the report is affirmation of a fact of common knowledge: that the sharp fall in producers' prices has been only imperfectly reflected in the decline of retail prices. Somewhere, or rather everywhere, between the producer and the consumer, a hitch in the process of deflation has prevented the consumer from getting anything like the full benefits of the decline in the price of basic commodities."

The Federal Trade Commission's report to the President discusses present conditions, causes of these conditions, and proposed remedies. Of present conditions it says in part:

"It may be broadly said that the recent declines in prices of raw materials have been uneven, but have resulted from a very general but likewise uneven decline in consumptive demand for manufactured products. This decline in demand, due partly to a buying strike and partly to a limitation of buying power, tho starting with the consumer, has affected raw-material prices to a greater extent than it has yet affected manufacturers' or wholesalers' prices. Retail prices to the consumer have been least affected. Apparently, where retail prices were cut to any extent, buying commenced to pick up, but if this was made the occasion for again increasing prices the resumption of demand was again checked. . . . . .

"The producer of raw materials in many lines is thus confronted with a marked reduction in the sales price of his products; such price in the case of some agricultural lines appears to be below the cost of production. Manufacturers, tho thus advantaged by lower material costs, are still confronted by the high cost of transportation of their raw materials and by a cost of labor which has not decreased, or has decreased less than raw materials have. Furthermore, it is apparent from these and other facts that a decline in the cost of raw materials does not now indicate a wholly proportionate decrease in the cost of manufacture.

"The jobber or wholesaler, first in the line of distribution from manufacturer to consumer, likewise meets a diminished demand from his customers. Lessened retail buying has left him with large stocks, often acquired at speculative prices, and now that prices are declining he hesitates to place new orders with the manufacturers. His activities are largely a reflex of retail conditions.

"The retailer confronted with changed conditions is reluctant to take losses on goods hitherto purchased at high prices. Subject to high rents and to uncertainty of markets, he is buying more closely and contracting for shorter periods than ever before. In general, therefore, it would appear that the movement toward the reduction of prices to the consumer is retarded chiefly at the retailing stage, and that relief at this point would be reflected back in increased production, which would reduce the production cost and relieve, to some extent at least, the check upon the manufacturer, and by increasing the demand for raw materials would react upon the producer. . . . . .

"The consumers' cost of living—and the farmer is one of the principal consumers—is too high and must be reduced before renewed buying and a normal volume of trade will restore business to healthful conditions. Fundamental in the cost of living are the housing shortage and the excessive price of fuel. High rents and high coal prices limit the buying power of the general public for other commodities."

Some principal causes of present price inequalities, "aside from unfair methods of competition," and aside from conditions of "transportation and credit," the report names as follows:

"First, the excessive price of many basic commodities, prominent among which is coal, which vitally affects the cost of other commodities, to say nothing of the effect upon the health and comfort and upon the cost of living and buying power of the people.

"Secondly, the existence of the typical corporate monopolies, and in distinction agreements in violation of the antitrust laws, illustrated in the latter instance by the condition in another basic commodity, to wit, lumber, which was the subject of a recent report by this commission to the Department of Justice and upon which that department is now proceeding.

"Thirdly, open-price associations, in many cases not yet challenged by the laws, yet tending to bring about and maintain unduly high prices.

"Fourthly, interference with the channels of trade by distributers, trade associations, particularly by activities tending to maintain an unnecessary number of inefficient 'regular' dealers while shutting out new dealers seeking to sell at lower prices, and especially cooperative purchasing and distributing organizations of consumers.

"Fifthly, the conditions with respect to foreign combinations in the international market."

The report goes on to suggest "consideration" of the following remedies:

"1. Passage of a bill which will meet judicial objections to the authority of this commission to continue its efforts to obtain and publish information respecting the ownership, production, distribution, cost, sales, and profits in the basic industries more directly affecting the necessities of life—shelter, clothing, food, and fuel—for the information of Congress and the promotion of the public welfare.

"2. Vigorous prosecutions under the antitrust laws, including a closer scrutiny of the so-called open-price associations, to ascertain whether under the guise of beneficial associations they are in fact violating the law. Examination of associations of distributers to determine whether violations of law exist, particularly restrictions of cooperative purchases.

"3. Positive encouragement of cooperative associations of agricultural producers and of cooperative consumers' organizations.

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"4. Passage of measures aiming at the elimination of unnecessary reconsignment and brokerage operations, including also gambling in futures.

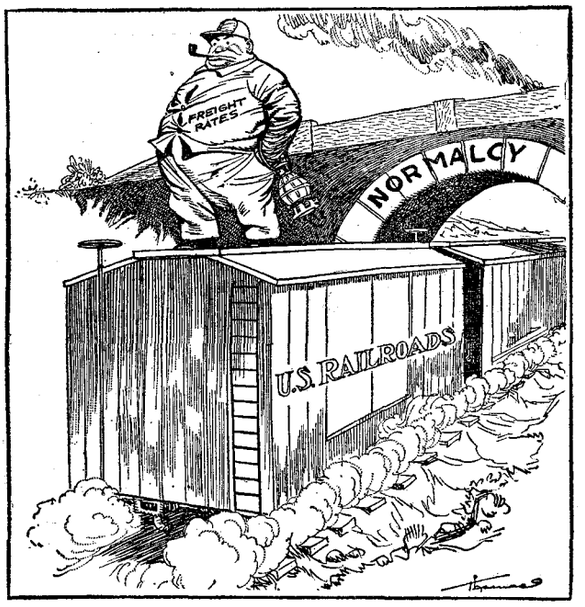
"5. Calling a conference of official representatives of the trading nations of the world to consider the question of clearing the channels of international trade so as to eliminate undesirable combinations and to promote fair competition.

"6. Protection of the farmer by extending Federal assistance in giving more adequate and timely information concerning foreign and domestic market conditions and in affording more ample and suitable local market and storage facilities for the serviceable conservation of perishable farm products."

Turning to the retailers' side of the story, we find their spokesmen emphatically denying that they have refused to take their share of losses in the general process of deflation. Thus a Richmond dispatch to the New York *Tribune* quotes Andreas E. Burkhardt, president of the National Association of Retail Clothiers, as saying for his branch of the retail business:

"Retailers began liquidating their stocks in May, 1920, and at the beginning of the fall season of 1920 sold clothing at actual cost and less. Added to this was their heavy overhead selling expense; heavy losses were made figuring actual selling against selling expense and not in the marking down on inventory cost. Where this was done it caused a greater loss, which in many instances caused an impairment of invested capital. The income-tax returns of retailers for 1920 will prove this statement.

"This spring clothing was purchased at wholesale at 35 per cent. less than peak prices of autumn, 1920. Retailers are offering this merchandise to the public at a closer margin of profit, despite the terrific overhead of selling, which can not be lowered because many items, such as rents, advertising, freight, passenger-rates, wages, etc., have been fixt arbitrarily. This means that retailers are facing another season of net loss instead of net profit."



LOW BRIDGE.

—Thomas in the Detroit *News*.

"Retail prices have been lowered consistently with demand and with market prices," declares Dr. Paul Nystrom, of the Retail Research Association; and in the news columns of the New York *News Record*, a daily trade journal, we read:

"Retailers were visibly annoyed that the Harding Administration which they had welcomed as a friend of business should have issued a statement which strongly recalls statements issued by President Wilson and his Cabinet during the previous Administration.

"As one prominent merchant phrased it, retailers are 'back to the Palmer days.' As far as retailers are concerned, it was pointed out they no longer are confronted with the problem of averaging the present lower level of prices with stocks bought at the higher level. Retailers have taken their losses and are now buying merchandise for immediate sales, taking a moderate margin of profit. The keenness of competition, they said, makes no other course possible under present conditions."

"Well may the business world ask, with tears, 'Hasn't the country had enough of efforts by the Government to regulate the price of commodities?'" exclaims the New York *Dry Goods Economist;* and it goes on to ask:

"And where and how does Mr. Harding expect to find what he terms 'a measuring-rod of fair prices,' such as he declares will 'satisfy the country and give us a business revival to end all depression and unemployment?' Surely this can be but an iridescent dream—a dream such as we had hoped had been dreamed out and would not be dreamed again."

FREIGHT-RATES THAT HALT FREIGHT

WHEN A NEW YORK MILLER can have a bushel of wheat shipped to him by steamer from Argentina for a third of what it would cost to bring it by rail from Minneapolis, and when cottonseed cake can be shipped from Texas to Holland more cheaply than from Texas to Kansas, "something is wrong with transportation charges," declares one spokesman for the farmers of the Middle West. Other spokesmen for manufacturers as well as farmers have been going to Washington to ask the Government for relief from burdensome freight-charges. Many newspapers agree that there is "something wrong." So does Secretary Hoover, who fears that "unless we can readjust our railroad-rates we shall have to rewrite the whole agricultural geography of the United States. Railroad-rates bear an intricate relation to our national prosperity, and unless they are lowered quickly there will be a decided shifting of the agricultural industry." President Harding is giving deep thought to the railroad situation, and it will be remembered that he said in his message to Congress: "Freight-carrying charges have gone higher and higher until commerce is halted and production discouraged. Railway-rates and costs of operation must be reduced." The railroads, according to press reports, are not making money under the present high rates, which were expected to help solve their financial problems. In the first week of April it was reported that all previous records of idle freight-cars were broken, the number being 507,242, or 21 per cent. of the entire freight equipment of the country, according to figures compiled by the American Railway Association. High rates, say farmers and manufacturers, are "throttling business," because goods can not be shipped without actual loss. And the same complaint, we read in a Washington dispatch to the New York *World*, comes from other industrial elements. The retort of the railroads is that the exactions of labor, steel, coal, lumber, and financiers prevent them from even contemplating any reduction of rates, even tho the existing freight-schedules are heavily curtailing the volume of transportation. The chief element of the high cost of railroading, say the executives, is the high war-time wage scale, and they are carrying on a great nation-wide campaign for lower pay for railroad-workers. The railroad unions have countered with a detailed statement asserting that the managers are wasting a billion dollars a year through their own inefficiency and extravgance. Senator Capper (Rep., Kansas) owns a number of farm papers and is closely in touch with the agricultural population of the Middle West. His presentation of the case against the existing freight-schedules can, therefore, be quoted as typical of a wide-spread opinion:

"Rates higher than the traffic will bear have made a difference of a million freight-cars in the amount of shipping this country is doing. Six months ago there was a deficiency of half a million freight-cars. At the close of March, this year, there was a half-million surplus of cars. This means that a half-million freight-cars now stand idle on the side-tracks of American railroads. Need there be a more convincing argument that lower rates must precede a business recovery?

"Not only do we have this situation in regard to agriculture,

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we have a nation-wide stagnation of general business, for commerce between the States is hit almost as hard by high rates of transit as is agriculture. While farm products rot where they grow, factories shut down, building activities are halted—freight-charges absorbing the reduction in the price of lumber—and labor suffers."

The existing freight-rates, Senator Capper continues, "are as injurious to the roads as to the people." The roads "are up against it." In January, as the Senator quotes from official figures, "109 out of 202 railroads failed to earn their keep compared with 88 in December, and there was a deficit of $1,167,800 for the month. In February, 106 out of 200 railroads failed to earn their expenses and taxes, and the month's deficit for all the roads was $7,205,000." The Association of Railway Executives is given as authority for the statement that "the carriers are failing by about 102 per cent. to earn the amount which it had been estimated they would earn under the increased rates."

But how to reduce freight-rates and increase railroad revenues and at the same time avoid a bitter contest over wage-reductions is a problem which can only be solved by the best transportation, financial, and industrial authorities in the country; and it is to a group of just such "leading minds" that President Harding, according to the Washington dispatches, intends to hand over the problem for investigation and solution.

When we turn to the opinion of railroad authorities, we find some of them of the opinion that the best thing to do about freight-rates is to do nothing, at least for the present. Chairman Clark, of the Interstate Commerce Commission, it may be remembered, disputes, the impression that the business slump is "in large part or in the main due to higher freight-rates." And *The Index*, published by the New York Trust Company, condenses from statistical matter prepared by the Bureau of Railway Economics this evidence that it is lack of demand rather than high freight-rates that keeps traffic from moving:

"In the record of freight-movement in the last four months of 1920, under the increased rates effective in those four months, the railroads moved 154,580,000,000 net ton miles as compared to 144,889,000,000 ton miles in 1919, 147,046,000,000 ton miles in 1918, and 142,057,000,000 ton miles in 1917. In other words, traffic moved freely as long as demand existed. It dropt when demand disappeared and the economic backwash of the war set in."

It is true that "in the case of some low-grade commodities and agricultural products selling at prices much lower than prevailed at the time increased rates were put into effect, shippers find that the freight-rate now forms a larger proportion of the selling-price than formerly." But, on the other hand, continues *The Index*, the Bureau of Railway Economics has prepared a comparison of index figures which shows that "on the average freight-rates to-day in relation to present prices of nearly all commodities are lower than they were in 1914," and that "notwithstanding the recent decline in commodity prices they still show a greater relative advance than the freight-rates."

Mr. John Moody, publisher of an authoritative reference-work on railroad finance, finds the prospect of lower freight-rates and wages "certainly encouraging," but, he adds, "not too much must be expected from such a readjustment of wages and rates"—

"A lowering of rates is, of course, expected to stimulate traffic, but the stimulus will probably be almost invisible for several months at least. The traffic statistics of last autumn do not indicate that the average increase of about 30 per cent. in freight-rates had the effect of curtailing traffic more than about 5 or 6 per cent. Accurate calculation is, of course, impossible, but any estimate over 10 per cent. would be entirely unreasonable in view of the evidence. The chief cause of the slump in traffic is the general deflation and the lack of public demand for everything.

"If people had the option whether to ship or not to ship, the rate-increases would make an immense cut in traffic; but in 90 or 95 per cent. of the instances there is no such option. To the railroads and their stockholders, the benefit will lie wholly in the wage-reductions, and the transaction will be practically trading a rate cut in order to get a wage cut."

THE EUROPEAN ADVANCE IN ASIA

HUGE ASIA'S SUBSERVIENCE to smaller but more aggressive Europe has been increased, territorially at least, by the settlements following the war. Mesopotamia, Syria, and Palestine have been added to the vast extent of Asiatic territory already under the control of Western Powers. This gain is slightly counterbalanced by the German Asiatic territory taken over by Japan, the first Asiatic Power in centuries to take rank with the nations of the Atlantic and Mediterranean. Europe now controls Asiatic territory somewhat greater in population, and far greater in extent than the whole of Europe, but many observers find a loosening of political and military bonds which ultimately, they argue, will result in the rise of sovereign autochthonous nationalities.

Of Asia's total area, given as 17,206,000 square miles in the current issue of the *World Almanac*, or 16,819,000 in the last edition of the "Encyclopedia Britannica," approximately 10,000,000 square miles are under the control of Russia, Great Britain, Holland, France, and the United States. The following table, prepared in 1910 for the "Encyclopedia Britannica," shows the distribution of Asiatic territory at that time:

Territory	*Square Miles*
Russian	6,495,970
British	1,998,220
Dutch	586,980
French	247,580
U. S. A.	114,370
German	193
Turkish	681,980
Chinese	4,299,600
Japanese	161,110
Other independent territories	2,232,270

The changes shown on the accompanying map include an increase of rather more than 100,000 square miles in the holdings of both England and France, small mandates to Italy and Greece, the increase of the Japanese area to 260,738 square miles, the wiping out of the small German possessions, and the decrease of the Turkish total to 438,750 square miles. Of the total Asiatic population, estimated in 1920 at 872,522,000, approximately 345,000,000 inhabit Chinese territory, 325,000,000 British, and 25,000,000 Russian.

The ancient pressure of Asia upon the western nations, as historians have observed, beaten back in the Middle Ages, was followed by a pressure of the western nations on the East, which still continues. Spanish, Portuguese, Dutch, English, French, Russians, and Germans invaded mainlands and islands. The immense conquest of Siberia, started near the close of the seventeenth century through Russian support of freebooters and traders, was completed by 1860. England in India extended her rule through the East India Company. The United States, with its present control of 114,370 square miles of Asiatic territory, fell heir to the ancient Spanish conquests. New Caledonia and part of Australia were originally colonized as penal settlements by France and Great Britain respectively, a fact, however, that should not be taken too seriously, as savage punishments were meted out then for offenses that would now be thought very slight. New Zealand has been accused of similar colonial forebears, but the island nation was settled in large part by younger sons of the English nobility, and boasts one of the purplest-blooded populations in the world.

H. G. Wells inveighs in his recent "Outline of History," against persons who believe that "the vast populations of eastern Asia can be permanently subordinated to Europe":

"They do not realize that in Asia the average brain is not one whit inferior in quality to the average European brain; that history shows Asiatics to be as bold, as vigorous, as generous, as self-sacrificing, and as capable of strong collective action as Europeans, and that there are and must continue to be a great many more Asiatics than Europeans in the world. Under modern conditions world-wide economic and educational equalization is in the long run inevitable."

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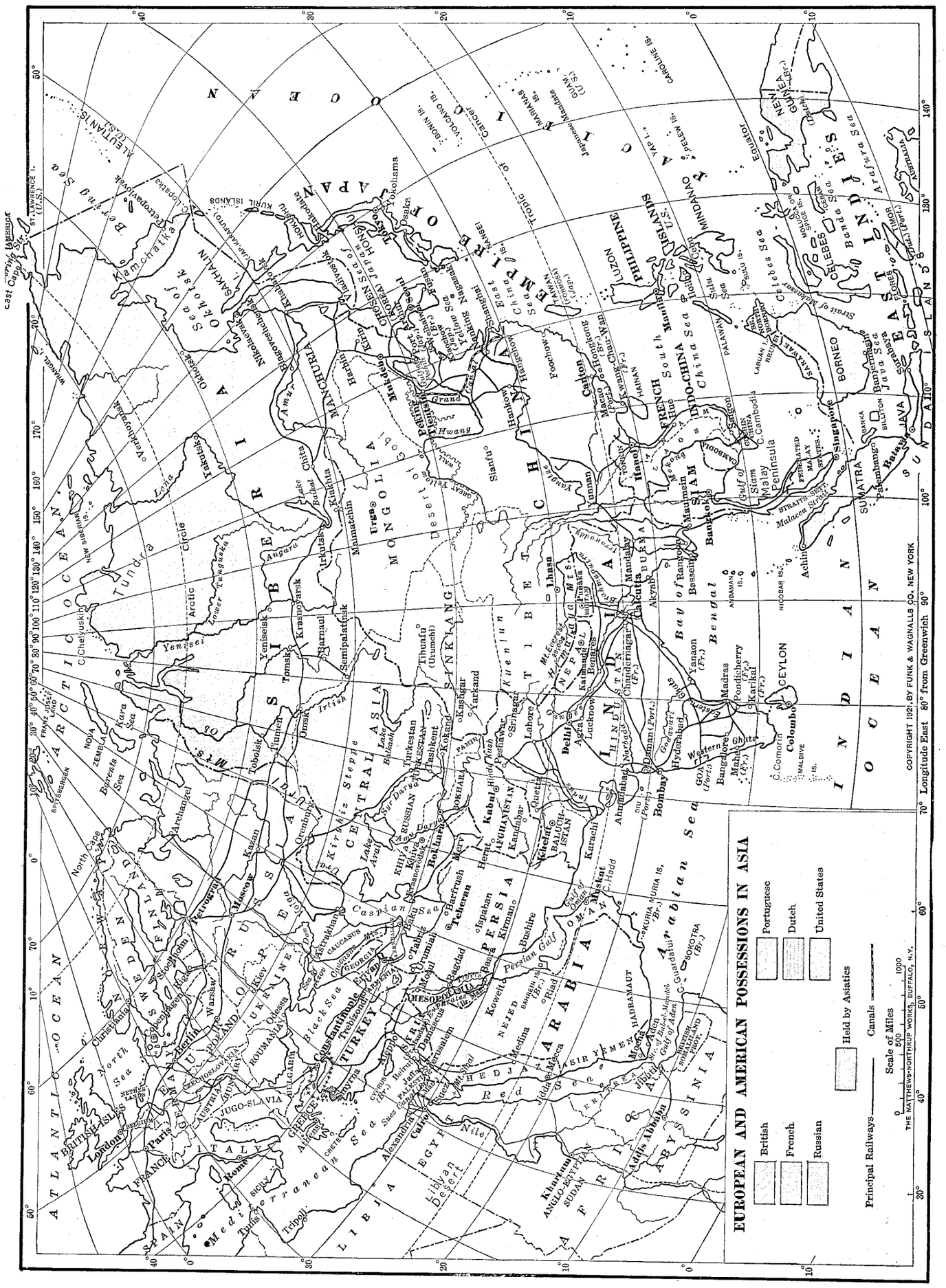

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AS AMERICAN LABOR SEES THE BRITISH MINERS

EVERY INDUSTRY OWES ITS WORKERS A LIVING; if it can not support them, it has no right to exist, or if it must exist because it supplies a public need, then let the Government take it over and run it without profit. This is the creed of the more radical railroad-workers in this country, and if we may credit the recent dispatches, it is about what the British miners' demand for nationalization boils down to. In

OLD BILL: "I WANTS A BIT O' ME OWN NOW!"
—Fitzpatrick in the St. Louis *Post-Dispatch.*

labor circles in this country, however, few except the most radical look upon the British coal strike as a fight for Socialism or even for nationalization except as incidental to the fight for higher wages and better living conditions. American labor has been watching the British upheaval and we are all interested in knowing what it thinks. We have, therefore, telegraphed the chief labor organs and leaders, and here summarize their replies. A conservative labor weekly like the Indianapolis *Union* improves the occasion to assert its own opposition to "government ownership as a matter of principle," while on the other hand Mr. J. H. Walker, a miner who is president of the Illinois Federation of Labor, reminds us that the last convention of the United Mine Workers of America "declared in favor of nationalization of the coal-mines of the United States." Mr. Walker makes no direct comment on the British strike situation, but presents a general argument for nationalization in this country. He says: "Coal is a natural resource and a national necessity. The men who do the work, producing and distributing it, should get the wages, hours, conditions of labor, and treatment that they are entitled to as human beings; and the public should get the fuel for just what it cost to give the producers and distributers those things." Nationalization, we are told, would eliminate profiteering, dangerous and unhealthful conditions in the mines, and all unfairness in operation. Of course, there would be opposition and sabotage on the part of the interests affected during the transition period. But,

"If the changes were made after sufficient time had elapsed to remove those influences, and the mines were being operated by the Government and influenced by men with these motives—even with the weaknesses of the possibility of graft, stealing, and government officials using their position for political purposes—I think, considering all those things, that those who produce and distribute the coal would get better treatment in every way, and the public would get cheaper and better coal and the fuel resources of our country would be conserved for the people instead of being destroyed as things are now."

Mr. Matthew Woll, vice-president of the American Federation of Labor, regrets that "odium" has been cast on the British miners by the "interpretation of their resistance to an unwarranted wage reduction as an insidious attempt to nationalize the mines." Mr. Woll emphasizes the denials of any such purpose, which have been made by representatives of the miners, tho he thinks the conditions under which they have been working might warrant them in demanding nationalization. He looks upon the chief events of the strike, including the collapse of the Triple Alliance, as proof that the Gompers method of keeping the unions out of politics is better than the British policy. "The English labor-leaders have failed to see that to throw purely economic questions into the parliamentary arena is to divert questions of difference between employers and workers into issues between producers and consumers," and thus put labor at a disadvantage. A number of our labor papers base their justification of the British miners' demand for nationalization chiefly on the peculiar conditions existing at present in the British coal industry. It seems to the Seattle *Union Record*, for instance, that nationalization "is the only logical way out of an otherwise impossible situation." "Coal is produced in England under such varying conditions that wages and working rules that are highly profitable to one colliery may mean the death of another." Nationalization, "or rather the lumping of the profits that the miners propose," would enable unprofitable mines whose product the country needs "to operate for the benefit of the country and without injury to the workers." The Butte *Bulletin* holds that the profit-pooling proposition has been adopted as "the only means to prevent wholesale lowering of the living standard"; it "is not the solution of the question, but it is designed to shift some of the burden from the backs of the workers to the profit-making classes." In some British mines, similarly notes the San Francisco *Labor Clarion*, "a ton of coal can be brought to the surface with much less expenditure of energy than in others, and to ask the miners in the poor mines to work for less than those in the good mines has in it the elements of injustice," and the miners' demands have been made simply with the idea of wiping out this difficulty in the future. The Minnesota *Daily Star* sees nothing Socialistic about the British miners' demands, but simply an attempt to get a living wage. As this Minneapolis labor journal explains the miners' position:

"National control of the coal industry during the war brought into use many mines that could not have been profitably operated privately. Decontrol, which the Government purposed to effect March 31, meant either that these poorer pits had to be closed down or operated at reduced cost. . . . . .

"Refusal to have their wages based on the necessities of the poorest mines does not indicate that the miners want to destroy the coal industry. It is simply an announcement that they object to having the prosperity of the industry rest on the maximum degree of exploitation that can be put into effect."

The New Republic, which generally sides with the workers in disputes like the British strike, takes a like view of the miners' case, and reaches the conclusion that—

"Coal can not be mined cheaply enough under the present system to insure the future of British industry unless the miners accept wages decidedly inferior in purchasing power to the prewar level, and prewar wages were shockingly inadequate. The miners are therefore forced to demand a new system. What they now appear to be moving toward is a pooling of mining profits so that wages may be fixt at a level which the average mining company can afford, instead of at the level fixt by the weaker companies."

This, according to the New York weekly, would be practically a "subsidy paid by the stronger companies to the weaker." It would mean that labor would get part of the extra profit which

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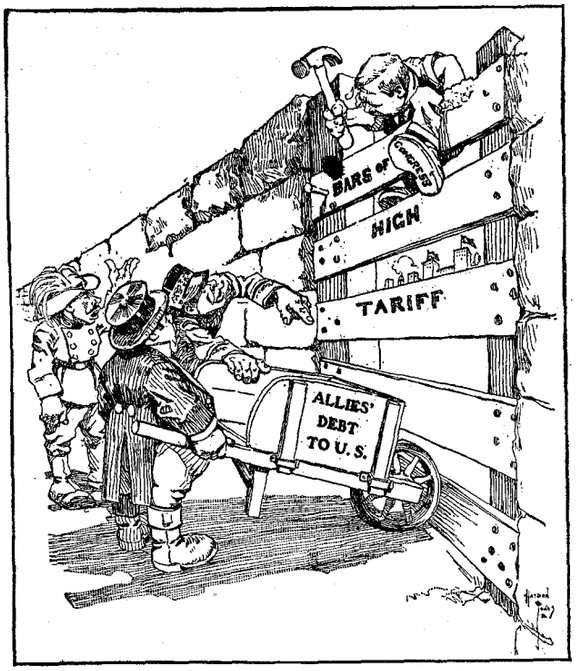

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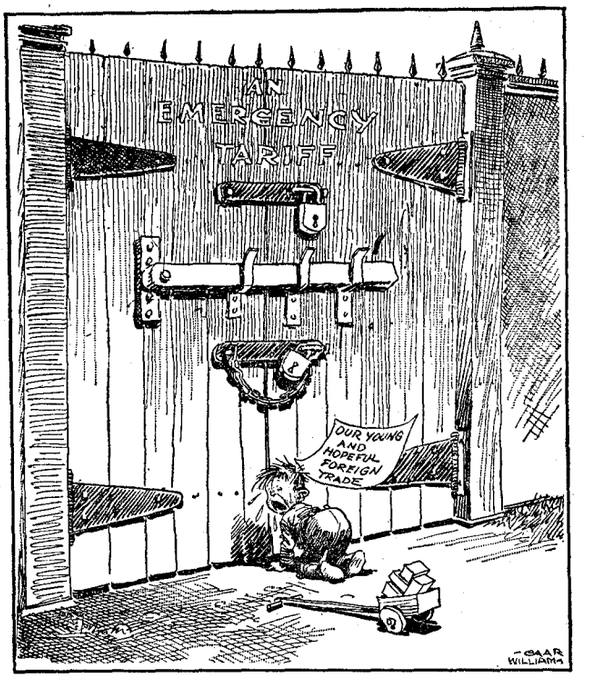
MAKING IT HARD TO RETURN THAT BORROWED WHEELBARROW.

—Jones in the New York *Evening Post.*



TO PROTECT OUR INFANT INDUSTRIES.

—Williams in the Indianapolis *News.*

TWO SIDES TO A CLOSED DOOR.

certain employers reap, not because of their superior ability, but because "of their superior natural advantages." The demand, therefore, might be considered revolutionary "if we look upon coal-mining as essentially a means of producing profits and royalties," but not if we consider it "primarily a national interest." *The New Republic* is inclined to think that if Britain is ever to have coal enough to meet the nation's growing needs, it will be only through a reorganization of the industry "for which an initiative can only be found in labor."

Socialist papers naturally argue strongly for nationalization. It seems to the editor of *Real Democracy* (Chicago) that "no permanent industrial peace is possible in any country until its mines, railroads, power, water, and other basic industries upon which common prosperity depends are nationalized and run for service only. "If national ownership or government control of basic industries is a good thing for the people in time of war, why," asks the Schenectady *Citizen*, "is it not also a good thing in time of peace?" According to the New York *Call*—

"What is happening in England is that a small minority of owners and lessees are exploiting the coal reserves of England for their own enrichment. They waste the product, leave large quantities under ground that can never be recovered, rob masses of miners, and insist on intensifying the robbery by wage-reductions and receive support of the Government for their feudalistic privileges."

The Socialist *Appeal to Reason* (Girard, Kan.) seems to be almost alone in its belief that "England's great strike is not the use of the industrial weapon for immediate economic advantages, but is merely the use of industrial power for political ends," that it is "a strike for control of the government." *The Appeal* predicts that—

"England is about to have the experience of having its government run by shrewd and cautious Laborites. We don't think England will be any the worse for this, for England couldn't get into a worse economic predicament than that in which she has been for more than a year. If anything, these Laborites will improve England's position, and at the same time serve to adjust international questions on the basis of a sane liberalism. England is going to learn that it may expect great strikes every few months unless it gives a Laborite the keys to Downing Street. And when England does learn this lesson its strikes will stop."

A TARIFF TO KEEP UP FARM PRICES

"HUNDREDS OF CARGOES of beef, mutton, hides, wool, and grain have been loaded at Australian and South-American ports and shipped to the United States since President Wilson vetoed the Fordney Emergency Tariff measure," says Secretary of Agriculture Wallace, in *Capper's Weekly* (Topeka). In the opinion of Secretary Wallace, therefore, "the farmer is quite as much in need of protection as the manufacturer." This the farmers' representatives in Congress are trying to obtain, with an encouraging measure of success in the House, where the Fordney Bill was passed at the earliest opportunity by a large majority. Butter from Denmark, wheat from Canada, beans and peanuts from the Orient, and other products from countries thousands of miles distant pour into the United States, they claim, to the confusion and detriment of our own farmers. In fact, avers Senator Capper, of Kansas, in *The Wisconsin Agriculturist* (Racine), "we are the only country to-day that is not aiding its producers." Standing on what he regards as his rights, notes the St. Paul *Dispatch*, "the American farmer demanded a protective tariff on agricultural products, and Congress, in the Fordney Bill, has given him what he asked."

President Harding, in his message to Congress, indicated that he favors protection for the farmer just as much as for the manufacturer. "I believe in the protection of American industry," said the President; "moreover, imports should pay their fair share of our cost of government." Continued the President:

"One who values American prosperity and the maintained American standards of wages and living can have no sympathy with the proposal that easy entry and flood of imports will cheapen our costs of living. It is more likely to destroy our capacity to buy.

"To-day American agriculture is menaced, and its products are down to prewar normals, yet we are endangering our fundamental industry through the high cost of transportation from farm to market and through the influx of foreign farm-products, because we offer, essentially unprotected, the best market in the world. It would be better to err in protecting our basic food industry than paralyze our farm activities in the world-struggle for restored exchanges."

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It is generally admitted that the lot of the farmer last year was not a happy one. According to a statement by Secretary Wallace to a New York *Times* correspondent—

"Last year he produced large crops of all kinds at the highest cost ever known. The fading away of the foreign outlet for his surplus, together with other causes, has resulted in a decrease in the price of the farmers' products until many of them are now selling for less than half the actual cost of production.

"Practically all agricultural products should at once be given adequate protection against foreign competition. The sooner we get down to studying this whole national situation, the better it is going to be for all of us. It is even more important to the industrial sections that our agriculture be put on a thoroughly sound foundation than it is to the farmers themselves."

"The most serious obstacle to the revival of industry is the paralysis of agriculture," argues the House Ways and Means Committee in its report on the Fordney Bill; "the purchasing power of farmers has been in large part destroyed, and must be restored before good times can be hoped for." The report goes on:

"The prosperity of this country is based primarily on agriculture. If the American public permits class after class of American farmers to be driven out of their industries by competition from one source or another, the whole country will be impoverished gradually but surely. The farmer will not be the only sufferer; the whole public will go with him. This is the teaching of history."

Altho the House, it is said, passed the bill "without the dotting of an 'i' or the crossing of a 't' in deference to Senate leaders' wishes, two amendments to the original bill were permitted. One is an "antidumping" amendment, which "will make it impossible for foreign producers to dump their products upon the American market," as the Washington *Post* puts it. The other is a "foreign-currency valuation" amendment, which, on account of the depreciation in foreign currency, would raise the duty on German goods, for example, 400 per cent. when valued in American money. "This," *The Post* tells us, "will give still greater protection to American products." The rates of duty, as given in the January 8 number of THE DIGEST, remain the same. The rate on wheat is 35 cents per bushel; peanuts, 3 cents per pound; rice, 2 cents per pound; sugar, $1.16 per hundredweight; and butter, 6 cents per pound.

The rate of duty is given by some editors as one of the reasons why the bill should not be enacted into law. Of the newspapers from all parts of the country which look with disfavor upon the Fordney Bill, the New York *Globe* sums up its criticism in three specific charges. "It is intended to raise prices, mainly on agricultural products; it is special-privilege legislation to conciliate the farmer, and it is a prelude to further legislation giving special privilege to manufacturers," declares *The Globe*. As this paper reviews the situation:

"Undoubtedly the farmer has suffered this year, . . . but so have manufacturers. But, in addition, the hardship of diminished wages—or no wages at all—has fallen upon millions of Americans who will not be in the least benefited by the tariff, but who will actually lose by it. The only way out of the present depression is to increase our foreign trade, and we can not increase our exports unless we also increase our imports, for our principal customers can not pay us unless we buy their goods."

The Cleveland *Plain Dealer* agrees with the *Globe's* charges that manufacturing interests see in the Fordney Bill a wedge that will aid in securing a tariff when the time shall come.

Besides, we are told by the New York *Tribune*, "this bill was framed to meet an emergency existing last fall," and by this time, adds the Springfield *Republican*, "last year's crops are largely marketed." "It is a penny-wise and pound-foolish measure," contends the Providence *Journal*, the Richmond *Times-Dispatch* looks upon it as "humbug legislation," and the Brooklyn *Citizen* declares "there is not an impartial economist in the country who does not condemn it."

FOR A SECRETARY OF WELFARE

THE MOST VITAL ASSET OF THE NATION, as one writer considers our health, is to be conserved by the President, himself, if he can persuade Congress to create a Department of Public Welfare. "One of the objects of the people of the United States in establishing the Constitution was to 'promote the general welfare,'" points out the Washington *Post*, "and the time for constructive action in promoting the general welfare of the people as individuals has now arrived." In recommending to Congress that a new department be created, with a Cabinet officer at its head, "Mr. Harding is fulfilling a campaign promise made to the women of the country," writes Will P. Kennedy in the Washington *Star*. Many social-welfare measures were introduced in the last session of Congress. President Harding, avers Mr. Kennedy, now has taken "the most practical and efficient way to make the program of social justice and social welfare real and functioning." The plan, says this writer, is to coordinate such hitherto disjointed legislative proposals as—

"Protection of the motherhood of the nation, preserving to women the right and highest duty of wholesome maternity.

"Safeguarding women in industry, by establishing an eight-hour day, securing for them living wage and equal pay for equal work without discrimination as to sex.

"Protection of childhood in its rights to health, happiness, education, and to prepare to embrace future responsibilities, thus exercising economic thrift by saving the blood, posterity, and future strength of the nation.

"Coordination of all public-health activities and agencies for a well-directed drive against—(*a*) the low standard of health among children; (*b*) invasions of disease which attend a low standard of morals, and (*c*) the invasion of epidemics and the neglect of the chronic diseases of maturity."

That there is room for improvement and coordination in the health activities of the Federal Government is generally admitted. There are said to be ten different bureaus which specialize in public-health work. In addition to the general scheme of reorganization at Washington, President Harding now proposes that the health of the nation, as well as the business efficiency of the Administration, shall receive consideration. As the President said in his message to Congress:

"In the realms of education, public health, sanitation, conditions of workers in industry, child-welfare, proper amusement and recreation, the elimination of social vice and many other subjects, the Government has already undertaken a considerable range of activities. . . . But these undertakings have been scattered through many departments and bureaus without coordination and with much overlapping of functions which fritters energies and magnifies the cost.

"To bring these various activities together in a single department, where the whole field could be surveyed, and where their interrelationships could be properly appraised, would make for increased effectiveness, economy, and intelligence of direction."

There is objection to the President's plan, however, and from Republican papers. "The present need is not a new Cabinet officer," declares the Syracuse *Post-Standard*, "but reduction of the work of the Secretaries of the Treasury and the Interior by giving certain of their bureaus to others." "If there is to be a new department, transportation or education certainly should come ahead of public welfare," adds this paper. And we read in the New York *Herald* that—

"If there were room or justification for more government heads of Cabinet rank—and there is not—it is a poor sense of proportion that would place such a vastly important national business as transportation, for example, second to any enterprise as yet existing only in the imagination. Or to take another example, aviation, which needs to be organized, coordinated, and systematized under one supreme chief.

"If the Cabinet needs anything in the way of reconstruction, it is not expansion but curtailment. It would better have half a dozen members than a dozen."

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A FARMERS' UNION TO BALK THE GRAIN GAMBLER

THE greatest cooperative marketing scheme ever attempted, it is said, in this country, aims to give the farmers control of the grain crop until it has been sold to domestic or foreign consumers. Thus it is planned to get rid of the "grain gambler" and middleman, and at the same time stabilize grain prices over the entire country. "Under the existing system the farmer is gouged at every turn," declares *Labor*, a railway labor organ published at Washington; "because the banks refuse the farmer credit he is compelled to place his crop on the market as soon as it is harvested, and naturally he gets the lowest price of the year." "The trouble with the present marketing system is that it is too elastic; it always sags a little at the farmer's expense," explains the Wichita *Eagle*. The contrary, however, obtains with the California fruit-growers and other cooperative organizations, we are told, and the farmer is to take a leaf from their book. Instead of handing over his crop for distribution to an independent middleman, he becomes, in effect, his own middleman. In the words of the Topeka *Capital*, the plan "does not propose abolishment of grain exchanges or future trading, but the utilization of these facilities, all of which are found to be good; the outgrowth of trade evolution." As Sheldon S. Cline points out in the Washington *Star:*

IT'S A WONDER THE FARMERS DIDN'T THINK OF IT BEFORE.

—Perry in the Portland *Oregonian*.

"Some of the programs under consideration, and upon the working out of which real progress is being made, are almost staggering in their magnitude. For example, there is the proposal for cooperative marketing of the great grain crops—a venture with turn-over figures running into the billions of dollars. This isn't any idle dream. It is a hard, matter-of-fact business proposal upon which real money is being staked. And it is backed by the leading organizations of farmers in the country, such as the National Grange, the American Farm Bureau Federation, the Equity Society, the National Farmers' Union, the Farmers' Equity Cooperative Exchanges, and the grain dealers' associations."

Representatives of these organizations, and the best legal talent they could find for the work in hand, met in Chicago early this month with the idea of taking up the slack between farmers and consumers, and incidentally leaving the middleman out in the cold. Proverbially the hardest of all people to organize, as the Fargo *Courier-News* reminds us, the farmers at last got together and decided to dispose of their grain by the same methods which California fruit-growers have found so successful. As we are told in the Chicago *Daily News:*

"Farmers are to market their grain, as far as possible, through a cooperative organization. Warehouses and sales agencies are to be established gradually, and the hope is that eventually every link in the chain of the marketing of grain will be controlled, through chosen directors, by the farmers themselves. Dumping is thus to be avoided and supply is to be adjusted to need the same as in other industries."

Furthermore, says this new organization, "The United States Grain-Growers, Inc."—

"The organization will sell only to cash buyers. It will not speculate and will not sell grain to speculators. As soon as a large enough volume of grain is going through the farmers' association the hazards of purely speculative trading will be so greatly increased that there will be no joy in it any more."

"This plan is of the stuff of which real economic progress is made," believes the Baltimore *Sun*. As this paper sees it:

"Briefly, at least one-third of the wheat crop of all farmers who choose to try it out may be pooled and sold by a national sales association of which the farmers themselves are the stockholders. This organization will sell its grain wherever and whenever it likes; its primary object, of course, will be to give the producer the best price possible for his product. It involves no direct or immediate war on the present group of middlemen or of dislocating the present system of distribution. But its operations will inevitably tend to link producer and consumer more closely together."

"If the grain-growers can thus insure a fair price — and no more—to the grower . . . they will succeed. But if the grain-growers begin to raise the price, and to bleed the public through a monopoly, their cooperative scheme will fail," asserts the Indianapolis *News*. For a plan of this kind must take into consideration the people who consume billions of bushels of wheat, says *The News*, therefore "the public's pocketbook is deeply concerned." What will the consumer get out of the farmers' scheme? Will he in turn be compelled to form a cooperative buying agency, thus eliminating more middlemen? The Seattle *Times* assumes that this will not be necessary; that the proposed plan has in mind a "square deal for the consumer." In the opinion of the Fargo *Courier-News*, the farmers will have their hands full in their fight with "the gamblers, the bankers, the big exporting concerns, as well as the speculator-controlled world market in grain." This last snag is of considerable importance, it seems. "If the farmer proposes to eliminate the middleman's large profits, he will have with him all hands and the cook," predicts the Seattle *Post-Intelligencer*. At the same time, admits this paper, he will have competition. For—

"European wheat-fields are coming back to something like prewar production. Australia, Argentina, India—all the world's myriad acres of nodding yellow grain confront us as price-governing factors. Many of these grain-growing nations owe us money; they want to send us goods to meet their payment of interest and principal. . . . . .

"There will be many ruts in the road to be steered clear of, such ruts as the unscrupulous promoter, the gullible farmer, the farmer who traditionally wants to do as he pleases with what is his own; the legal problems, such as the status of pooled wheat as collateral for loans made during the growing season; the financial problems, such as organization of growers' finance corporations to replace the farmers' old friend, his local banker.

"And last, but not least, the consumer. Does the scheme ultimately benefit him? Because—let there be no mistake about it, and let it be clearly understood now—if it does not work to the ultimate benefit of the consumer, the whole scheme will fail. If the producer, coming into control, proves himself as greedy as the middleman, the long-suffering public may take recourse in a cooperative buying association and bring on another economic revolution."

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TOPICS IN BRIEF

A DOLLAR is beginning to look like money.—*New York Evening Mail.*

THE sun never sets on the British Empire's troubles.—*Columbus Citizen.*

DOES the button industry subsidize the laundries?—*Greenville (S. C.) Piedmont.*

WE might get better results by paying diplomats on a peace-work basis.—*Marion Star.*

WE won't need so much Pacific fleet if we have a little more pacific diplomacy.—*Toledo News-Bee.*

AMERICA needs little red schoolhouses, but not little "Red" school-teachers.—*Norfolk Virginian-Pilot.*

THE nations seem to have thought of every way to reduce navies except to stop building.—*Washington Herald.*

A MUSIC-TEACHER says jazz is dying. Well, the sound indicates that it is dying hard.—*Harrisburg Patriot News.*

RATIFYING only those parts of the Versailles Treaty that you like is about as easy as taking the bad egg out of an omelet.—*Springfield Republican.*

OUR advice to King Charles would be to stay out of the reign.—*New York World.*

YAP may be important as involving a principle, but it sounds like a booby prize.—*Toledo Blade.*

THE news from Georgia makes us suspect that *Simon Legree* was really a pretty good scout.—*New York World.*

PERHAPS the Jap will not have any snap trying to keep Yap on his map.—*Boston Shoe and Leather Reporter.*

DOUBTLESS Henry Ford got the idea of building a synthetic cow to use up an overstock of horns in his plant.—*New York World.*

TROUBLE with our hyphenated citizens is that they place the accent on the wrong side of the hyphen.—*Boston Shoe and Leather Reporter.*

WE will never be exactly satisfied that everybody has been justly rewarded until Henry Ford tries to run for mayor of Jerusalem.—*New York Evening Mail.*

LLOYD GEORGE is the only statesman who has learned anything from the war. He has mastered the art of going in a zigzag course to avoid torpedoes.—*New York Evening Post.*

FORMER Emperor Charles declares that the next time he goes to Hungary he will stay there. Which sounds a bit despairing, when you come to think it over.—*Cleveland Plain Dealer.*

IT is yet too early to announce whether Uncle Sam will enter or inter the League.—*Wichita Falls Record-News.*

IT might have been easier to collect the bill if they had collected the Bill to start with.—*Richmond News-Leader.*

WHY don't some of these interviewers ask Professor Einstein if he understands the Irish question?—*Columbia (S. C.) Record.*

"LET George do it" is probably the only bit of slang that has ever become the policy of an empire.—*Greenville (S. C.) News.*

PROFESSOR EINSTEIN, in New York, is given the freedom of the city. That is all he'll get for nothing in that town.—*Toledo Blade.*

GEORGE HARVEY says he is learning not to talk. It is unfortunate that we haven't a few thousand more diplomatic posts.—*Providence Journal.*

IN Russia they go to the theater or pay a fine. If the shows are anything like those on the road here, the fines must aggregate a respectable sum.—*Tacoma Ledger.*

THE Allies signed a peace treaty which did not receive our approval. Why should we hesitate about signing a peace treaty even tho it does not receive theirs?—*Marion Star.*

WE are going to stand by the Allies—with our arms folded.—*Dallas News.*

WHOEVER named the island of Yap was a prophet, all right.—*Washington Post.*

WONDER if Mr. Hughes has begun his book about Harding.—*New York World.*

HIGH prices remind one of skyrockets. The way they come down is so different.—*Marion Star.*

THE gunmen have no chance to complain. Their business is holding up.—*Muskogee Phœnix.*

SOME men think they're doing their work when they're only doing the works.—*Washington Post.*

THE Democratic minority has a Kitchin, but no other material for making pie.—*Washington Post.*

THE railroads' troubles will be at an end if they can devise some plan by which they can simultaneously increase wages and reduce freight- and passenger-rates.—*Nashville Southern Lumberman.*

PERHAPS THIS WILL WAKE HIM UP:
—Chapin in the St. Louis *Star.*

To Professor Einstein some straight lines are curves. To Professor Ruth all curves are straight balls.—*New York Herald.*

"To Press Divorce Suit," says a head-line. Most of them would not be hurt by a "dry cleaning" at the same time.—*Baltimore American.*

ISN'T it wonderful how Upton Sinclair's "capitalistic press" suppress the scandal of capitalist Stillman?—*Columbia (S. C.) Record.*

FORMER Emperor Charles may be able to comprehend now that the original kick he received was intended to be permanent.—*Detroit Journal.*

THE trouble with young America is that he wants to step on the gas and sidestep most everything else.—*Boston Shoe and Leather Reporter.*

THAT woman who was killed by surprize in New York when she heard a burglar at the door was evidently a newcomer to the city.—*Washington Post.*

G. K. C. has departed with a gibe at prohibition which does not prohibit. Tut, tut, Mr. Chesterton, why refuse us our little paradox?—*New York Evening Post.*

YOU don't have to be an expert mathematician to figure that if all the war-profiteers were housed in jail there would be no housing shortage to speak of.—*Brooklyn Eagle.*

THE best policy in dealing with the Soviet Republic is an insurance policy.—*Dallas News.*

EINSTEIN has the freedom of New York City, but he is now the only kind of stein that has.—*Boston Transcript.*

A LITTLE delay about revising the tax laws and there will be some trouble in reviving the taxed.—*Columbia (S. C.) Record.*

THERE are many ways to collect what Europe owes, but letting her taxpayers move over here isn't one of them.—*Youngstown Vindicator.*

A YEAR of activity devoted to taming the Demon Rum finds him quite domesticated in several thousand households.—*Columbia (S. C.) Record.*

INDICATIONS from Europe are to the effect that the point has at last been reached where Germany must come across or the Allies will.—*Manila Bulletin.*

"IF jobs hold out," says the Baltimore *Sun*, "Marion will soon be a deserted village." Don't you believe it. We are experiencing "a steady, natural growth."—*Marion Star.*

A SCOTCH scientist predicts that the world, finally, will be managed by big lizards walking on their hind legs; and yet they say that Scotland is going dry.—*Columbia (S. C.) Record.*

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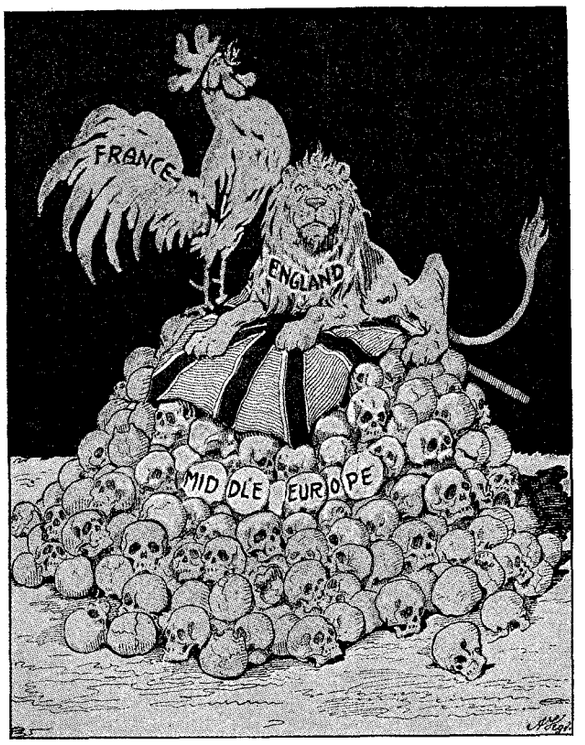
FOREIGN - COMMENT

GERMANY'S SIDE OF THE CASE

GERMAN LAMENTATIONS that Germany's side of the reparations question is never fairly presented to readers in Allied countries and in America are said by some adverse critics to be part of her propaganda play for sympathy. That there is something to be said for her side, it is remarked, on the other hand, is unmistakably apparent from the fact that the Allies have consented to negotiate so much with the defeated nation, which, if it had been victorious, would have shown neither mercy nor quarter to the vanquished. As the case of the Allied Powers and the case of the United States have been adequately presented in these pages, it is only fair to present German statements of Germany's case. The whole condition of Europe is unhealthy and unsound, according to a most important organ of an international financial center, the *Frankfurter Zeitung*, which says flatly that the only way to mend matters, which are going from worse to worse, is to start negotiations on a new basis. The basis of these negotiations can not be glimpsed at present, but they must be sought and found, declares the *Kölnische Zeitung*, which attributes the complication of the matter of reparations largely to Allied political opportunism, of which it finds France chiefly guilty. "Only a free people can perform labor freely, and only through free labor can France obtain what she needs," according to this daily, which specifies France's needs as "money and cooperation for the reconstruction of former battle-zones." The chief excitants of German wrath are the speeches of Premier Briand before the French Senate, in one of which he said, apropos of the German reparations plea to America, that "if on May 1 Germany tries to escape by dodging, it is a firm hand which will grip her by the collar. It will be our right and it will be our duty to collect our debts by force." Premier Briand is quoted further as follows:



AS GERMANY SEES "THE SUMMIT OF CIVILIZATION."

"Keeping Europe safe for democracy."—*Wahre Jakob* (Stuttgart).

"In the past two years French money—thirty-five billions of it—has been expended to rebuild what Germany destroyed. But how much German money poured out in that spirit of fairness of which she boasted to Washington has been spent there? German money has repaired not one roof German cannon destroyed. Of what she owes, she has paid only what she was forced to pay. That is my answer to German willingness.

"But the American people, who came and fought by millions for an ideal, are not being misled. Their just appreciation of the situation is reflected in the note from Washington in reply to Dr. Simons. That reply is, 'You are responsible,' and that responsibility is the essence and principle of the whole question of reparations."

Most German newspapers are indignant at Washington for the stand taken by the Administration in Secretary of State Hughes's communication on the reparations question. Pan-German organs resent our Administration's "insistence upon the false assertion that Germany brought on the war, and must accept the responsibility for it," altho they do take some consolation in the phrase declaring that Germany is "morally bound to make reparations, so far as may be possible." Hence the conservative Berlin *Kreuzzeitung* hopes further negotiations will establish Germany's contention that she has been taxed beyond her ability to pay, tho it does not see how unbiased experts can be found to determine the limit of Germany's paying ability. Mr. Hugo Stinnes's *Allgemeine Zeitung* charges that the United States indulges in "the injustice of a one-sided view" in laying the moral responsibility for the war on Germany, and then slashes at France with the remark that "French Imperialism aims at the economic hegemony of Europe." The menace of French occupation of the Ruhr district, in case Germany's violations of the Treaty require it, gives a great chance for German journalistic choral work on the subject of French imperialism. Just as Germany's downfall was brought about in the war through the conflict between the civil and military authorities, so France may be on the road to ruin, we read in *Die Deutsche Nation*, because of the conflict in its twofold Government which makes it impossible for Germany to forecast French policy and so excludes any chance that might otherwise exist of a Franco-German understanding. Furthermore—

"It is not unreasonable to believe that there can be no reconciliation between the two nations until a grave economic crisis and financial collapse in Germany has brought France to sanity. Nevertheless, Foreign Minister Simons hopes that France will be restored to reason before the remains of Germany are carried to the tomb. That is why he makes concessions to weaken the position of the French Imperialists in their own country and in the eyes of the world. This policy necessarily implies the prevention at any cost of acts of violence against the tenor of the Treaty. In order to avoid new misfortunes, we must make great sacrifices. Unhappily, we can see no signs yet that the French are beginning to realize their errors. In France to-day reasonable minds are represented by the great masses of the lesser *bourgeoisie*, the peasants, and the workers. They would not let themselves be drawn into the snares of delusion if their ministers had the courage to tell the truth. But it is the decadent *bourgeoisie* which indulges in dream orgies of power, and it is they who rule on the other side of the Rhine. They have two objectives, which for the moment apparently are joined together. The one envisages a position of dominance and the other covets conquests. The Ruhr basin is their common goal."

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An official statement of Germany's case is afforded in an interview granted to the *Berliner Tageblatt* by Foreign Minister Simons, who contradicts Premier Briand's contention that the occupations of German soil are "effective," and says that their

A DEFINITION.

GERMANY—"Confound it—is this negotiation or dictation?"
ENTENTE—"Negotiation, of course. We are negotiating you!"
—*Kladderadatsch* (Berlin).

only "effect" so far has been that Germany and the Allies have "drifted further apart than ever we were in London." Dr. Simons very much doubts whether the Allies will "gain anything of real value" by the occupations, and is persuaded they will "draw down upon themselves the hatred and disaffection of the population in the occupied territory." In reply to Premier Briand's assertion that the occupations "cost nothing," Dr. Simons is quoted as follows:

"I would like to say that their pecuniary cost is small, perhaps, but their moral cost is all the greater. They cost the Allies the last legal basis for their attitude toward Germany—the attitude which is now to be supported by all manner of artificial means. But also they result in adding to the despair of the German people, who feel it more and more difficult to give proof of their good will to execute the obligations put upon them by the Versailles Treaty. Force is not a safe instrument of statecraft. It destroys existing values and creates no new ones. The war taught us that, when the riches of the whole world were transmuted into guns and explosives. Our present task is to build up new values, and to this end we need the willing cooperation of former enemies; but the methods hitherto employed render such voluntary cooperation out of the question."

In the *Berliner Tageblatt* interview, Dr. Simons charges that Premier Briand takes "very little heed of economic possibilities," and the suggestion that "our rich industrial magnates, who own mines and railways, factories, and large stretches of land, should sell their possessions and pay the proceeds to Germany's creditors," seems to Dr. Simons "unreasonable and unworkable." The Treaty of Versailles, he points out, provides only for a general mortgage on German public property, and even if everything were to be taken from individuals in Germany "excepting their furniture and their clothes, nothing would finally be forthcoming in exchange but paper marks."

Dr. Simons is said to have learned from neutral quarters that a new offer was expected by the Allies from Germany, according to the *Vossische Zeitung*, which informs us that the German Cabinet accordingly prepared a plan which was submitted through an intermediary to the American Government, and is described as containing the following three proposals:

"1. Germany offers a definite total sum to the Allies as reparation. 2. Germany declares her readiness to take over the Allies' debts to America. 3. That an international arbitration court be substituted to decide the value, as against the £600,000,000 due on May 1, of the deliveries Germany has already made, including ships."

FRENCH VIEW OF GERMAN POVERTY

FRENCH JOURNALS, altho willing to admit that the Teuton republic is hard up, remark that Germany's whines and wails that she can not pay might be called by a shorter and uglier word than camouflage, and aver that her position is no worse than that of the victors. Her economic situation is really less precarious than would appear from her financial stress, they contend, and the Germans exaggerate grossly in maintaining that it is critical. It is true that Germany is ruining herself, writes Lieutenant-Colonel Reboul in the semi-official Paris *Temps*, but she is ruining herself in "enriching her industries, her commerce, and her finance." As soon as the figure of reparations is fixt Germany could easily reduce her debts and solidify her financial system, because her people are rich, and if she required real help from them, they would be able to furnish it.

This informant also charges that the cry of alarm in the German newspapers that "our children are in need," which is posted on the walls of the larger cities, will not bear analysis. German children, it says, have not suffered nearly so much privation as have the French children in the devastated regions. Food is costly and scarce because the farmers are profiteering, and he tells us also that the German press of the Extreme Left accuse some great landed proprietors of holding large stocks of food clandestinely against the time of a monarchist reaction. In case of the reestablishment of the fallen dynasty they will throw these accumulated foodstuffs suddenly on the market, there will be a momentary fall in the cost of living, and consequently the people will be enthusiastic over the new sovereign. Nor must we forget the middlemen, according to this informant, who reports that food speculators in all kinds of eatables are getting rich rapidly in the large cities. This, of course, adds to the critical food situation, it is admitted, which situation will not be altered until international exchange has been returned to normalcy. Yet matters might be mended even now, it is asserted, if the

GERMANY DRESSING FOR HER PART.

"Thank you, dear President Ebert, in these rags I think I shall touch their hearts." —*L'Alsace Française* (Strasbourg).

Germans were not so irrevocably given to thinking only of their own interests.

In the matter of wages, we are told that they have increased at the same time as the cost of living, but not in the same ratio. As a general thing, there has been a sextuple increase in wages, and it is said that German industry even at that has to pay its

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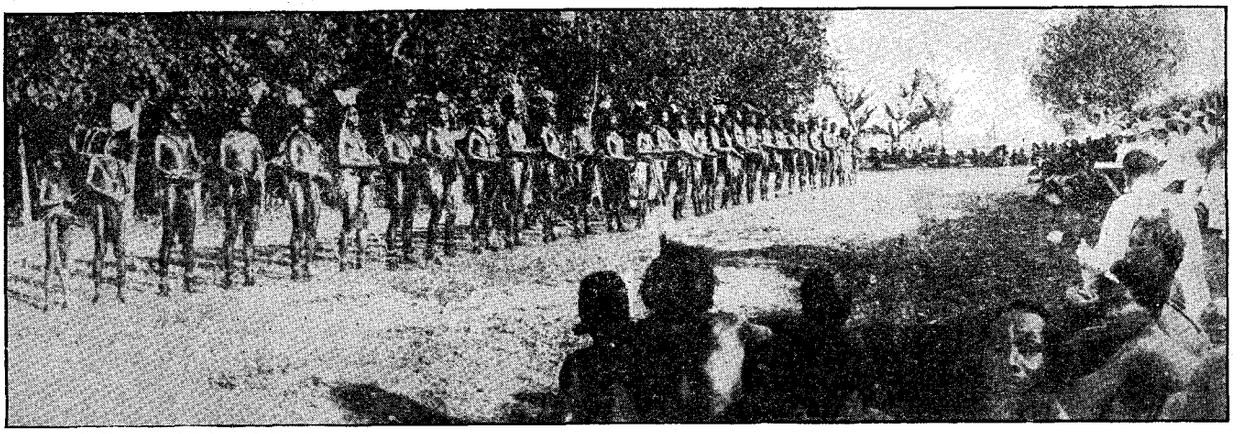

Photograph by Underwood & Underwood, New York.

"CABLE CROSSING—DON'T ANCHOR."

The island of Yap, where America and Japan are said to utter the same warning to each other. America claims that the Supreme Council of the Allies had no authority to hand the former German possession to Japan without the consent of the United States, and Japan resists any proposal to reverse the decision of the Supreme Council.

workers less, and so can undersell competitor nations. Turning then to Germany's lamentations about lack of coal, this French writer says that German industry "has at disposal a sufficient quantity of coal, costing about one-fourth the figure France has to pay for it." As to the plaint of German captains of industry that the project for the socialization of the mines, which has been submitted to the Government, paralyzes individual enterprise, this is ridiculed as a joke designed to hold the mob of German workers in the toils of hope, for everybody knows that no practical result will come of this plan. So it will be seen, says this *Temps* contributor, that the economic condition of Germany is not so bad, but he adds:

"We must take note that the German Government has spent enormous sums to reestablish her transport lines. She resembles a mercantile house that pours out money recklessly to fix up a brilliant shop. She forgets that the money she spends does not belong to her, and that those to whom she has owed it for a long time are very much in need of it to set their own business house in order and get things going again. In business life the bailiffs would be called in by the creditors. What shall we do with Germany?"

MANDATE PERPLEXITIES—Critics of Britain who charge her with a traditional greediness for mandates, as for territory under any name, hardly speak more sharply than some English observers who find the mandates a problem that needs a lot of solving. The conservative London *Spectator* tells us:

"Many millions of money are being spent in Mesopotamia and Palestine. We do not know who has drawn up the mandates. Perhaps some oriental experts in the one case and a few distinguished Jews in the other. The only right policy is that Parliament should discuss and sanction mandates before they are presented for the approval of the Council of the League. Of course, the Council might refuse the mandate as presented, and it would then be for Parliament to say whether it could accept the modifications suggested by the Council.

"It is above all important to make it clear that the League is not a superstate which has the power to thrust mandates upon any country. A mandatary power is a trustee, and nobody can be compelled to assume the responsible duties of a trustee against his will. If the Government should follow its present course it will make it appear that the League of Nations, by in effect decreeing the form of mandates, has indirectly the power to control policy in various countries. Here is a real interference with sovereignty. Here is the theory of a superstate which all who desire the success of the League of Nations must condemn. How can we fairly say to America that she is being haunted by a bogy when she talks about being asked 'to surrender her sovereignty to a superstate' when our Government acts as it is acting now?"

OUR YAP PROTEST AS SEEN IN JAPAN

A CONCILIATORY ATTITUDE toward the American protest about Japan's mandate for the island of Yap is observed in some sections of the Japanese press, but in others the fear is exprest that "whenever Japan yields an inch America takes a yard," and a rallying-cry is heard that Japan "stand fast," especially as America has no right to protest about anything covered by the Versailles Treaty, since she has failed to ratify it. Meanwhile, it is understood, say Tokyo dispatches, that Japan is consulting with Great Britain and France on the subject; and France, we learn from Washington dispatches, favors the American principle of equality of rights in mandatary territories advanced in the Hughes note to the four great Powers associated with the United States in the war. In Premier Briand's reply to the Hughes note he points out that since it was sent simultaneously to the governments of Great Britain, Italy, and Japan, "it can not be answered until after an understanding has been reached between the governments of the four interested Powers at the time of the next meeting of the Supreme Council of the Allies." Mr. Briand adds, however, that he would "inform Your Excellency at once that when this question comes before the Supreme Council the representatives of France will broach the examination thereof with the greatest desire to find a solution which will give every satisfaction to the United States." The Tokyo *Chugai Shogyo* declares sharply that "if America insists on the internationalization of Yap, she will lay herself open to the charge that her intention is to snatch the island from another country in order to possess herself of it," and it asks—

"Is such an attitude consistent with the idea of justice and humanity which has been so loudly preached by America? The mandates for the South Pacific islands were decided upon on May 7, 1919, at a conference of Great Britain, America, France, and Italy. At that time the decision was entirely approved by Mr. Wilson. Yet America now objects to Japan's occupation of the island in question. Not only is this attitude of America improper, but it is difficult to understand her real intentions."

This Japanese paper is subject to correction on this point, it is noted by some, as may be gathered from a statement in Premier Briand's communication to Secretary of State Hughes, in which we read:

"By a note dated February 18, after having noted that the decision of May 7, 1919, made no reservation concerning the mandate attributed to Japan over the islands of the northern Pacific, my department pointed out to your embassy that nevertheless President Wilson and Mr. Lansing had formulated in the course of a former meeting in the presence of the representative

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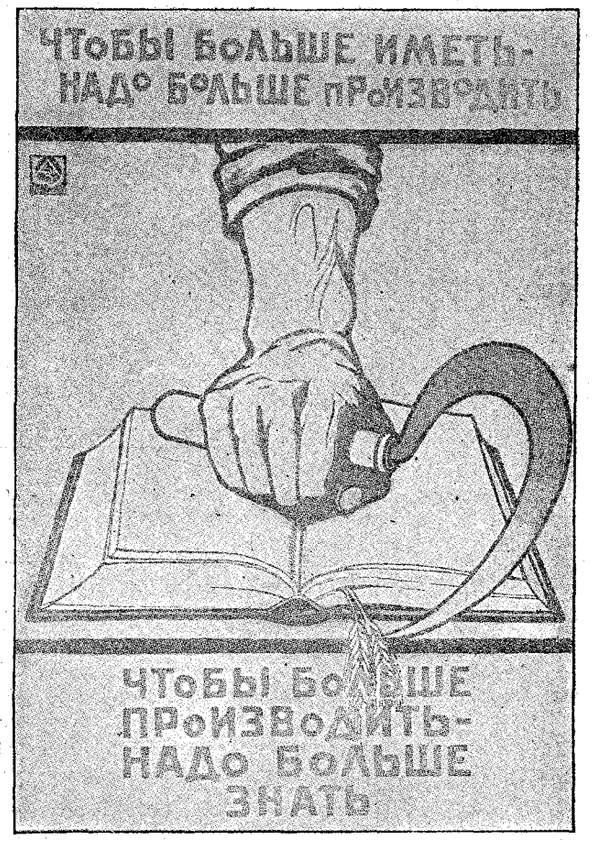

TO STIMULATE THE PEASANTS.

"To have more, we must produce more;
To produce more, we must know more."

TO STIMULATE THE WORKERS.

"With arms we got the enemy, with work we will get bread.
All get to work, comrades."

OFFICIAL BOLSHEVIK POSTERS TO RALLY THE RUSSIANS IN SUPPORT OF THE SOVIET STATE.
—*Soviet Russia* (New York).

of Japan categorical reservations concerning the island of Yap, that Baron Makino had not objected, that the question raised by the representatives of the United States should be placed in discussion, and that consequently the Japanese Government was cognizant of the American reservations. The note concluded that thus there were elements for a resumption of conversations between the United States and Japan which the Government of the [French] Republic would be happy to see result in a satisfactory conclusion."

The Tokyo *Yorodzu* says bluntly that America's "threat," that if Japan does not agree to American claims regarding Yap, America will not recognize the Japanese mandatary rule of the island, is "insolent," and it asserts that as America has not ratified the Versailles Treaty "she has consequently no right of veto over its stipulations." The Tokyo *Hochi* charges that America "aims at the internationalization of Yap," and with that objective protests against Japan having the mandate, and therefore tries to prevent the cables from being monopolized by Japan. As the will of America is "uncompromising, there should be no optimism regarding the future of the problem," yet—

"If the question involved is only one of the disposal of the cables, the settlement will be comparatively easy, as is the case with the Atlantic cables, but the fundamental object of America is to internationalize Yap. If this American claim should be entertained, there would be no use in Japan's acquiring a few cables. We can not but hope that the Government will go to the root of the matter and see to it that an adequate settlement is made."

In contrast to the foregoing, other journals such as the Tokyo *Jiji-shimpo*, the *Asahi*, and the *Yomiuri* counsel moderation and cable concessions within bounds, and the *Yomiuri* considers that the United States is justified "at least in protesting concerning the mandate, which is in the interest of harmony with Japan," but "should Japan abandon the mandates, she should ask the United States to abandon the fortifying of Guam."

SOVIETIZING RUSSIA'S PEASANTS

SOVIET RUSSIA'S WEAKNESS lies in the intractability of the peasants, it has often been charged, because they have stedfastly refused to knuckle under to the domination of urban Bolsheviki. Even H. G. Wells admitted that less than 5 per cent. of the Russian people are Bolshevik. What is more, according to various French newspapers, the Russian peasants had long enjoyed certain facilities of communal life acquired under the Czarist régime "without any of the explosions that are necessary to the establishment of ideal Soviet government." That Lenine and his lieutenants have had to train up the peasants in the way they should go is admitted by a Soviet authority, Mr. V. Kalinin, who assures us, however, that the past three years have "strengthened the Soviet power not only on the war-front, but also on the peasant front, on the interior front." Mr. Kalinin writes in *Soviet Russia* (New York), by which semiofficial weekly he is described as chairman of the All-Russian Central Executive Committee, a post "corresponding somewhat to that of President of a Republic." He is said to be a personification of the present system in Russia in that he is at once a peasant and worker whose life up to 1917 was divided "between his farm, metal factories, and the Czar's prisons." His name, we are told, was signed to the recent Russian note to President Harding. The first period of the revolutionary development of Russia's village population, he writes, began three years ago, when the peasant of Great Russia particularly gave ear to the Bolshevik watchwords defending his interests, namely, the "expropriation of the big landholders and the end of the war." The second period he terms the "equalizing period," and—

"It began in the middle of 1918, when the peasants, having expropriated the land, the estates, and the implements and live

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stock of the landholders, began to proceed to an equal distribution of the land within the villages. The division of the land began. The important personages of the villages were assessed with contributions, their implements and live stock were confiscated. In a word the poor peasant and the middle peasant aimed at the liquidation of the rich landholders. The so-called 'committees of the poor' were the external manifestations of these tendencies.

"But the class of rich peasants resisted more than the landed proprietors and struggled against the seizure of its property. Each resolution of the 'committee of the poor' or even of the needy population of the country, and the least requisition or confiscation (unjust from the point of view of the old code of laws), resulted in violent protests from the rich peasants. These complaints unnerved the middle peasant who began to fear that he in turn would be expropriated. These protests led to the belief that the poor peasant robs and violates the toiling middle peasantry in general. After all, the rich peasants in many places were stronger than the poor peasants combined, if not numerically at least they had the better of them owing to the fact that they were accustomed to give orders and that they had administrative ability."

The third period of the revolutionary development of the Russian village, Mr. Kalinin goes on to say, covers what is actually taking place, namely, the division of land with a view to its best possible use. In this period, it is said, "one can observe among the peasants the tendency to divide the land into parcels, the limits to coincide with the maximum profit of their exploitation." He admits, however, that the forms indicated for the cultivation of the land—the division into equal parts, and the more or less rational rounding out of a piece of land, "did not convert the peasant masses to Communism." The conditions of the socialization of agriculture were "very unfavorable," we read, but the Soviet régime, which "always blazes new trails," meets the situation by having on the one hand the People's Commissariat of Agriculture, which regards the peasant commune from the point of view of its territorial organization, in order to improve production, while to counterbalance, there is the People's Commissariat of Food Supply, which considers it "from the opposite angle in taking from the commune the results of its production." At first the peasant masses were openly opposed to the People's Commissariat of Food Supply, says this informant, and sought to evade levies. In fact, it is admitted, the organs of the People's Commissariat of Food Supply, "often not very satisfactory from the technical view-point," weigh heavily on the rich peasants, and we read:

"The peasant adds a good deal to the price of his products, setting on them a price above the real value; that is why, obliged to submit to levies, he is beginning to question with zeal where and how his products are going.

"The more he desires to find a moral justification for his conduct, the less he succeeds. The more deeply he looks into things the more he is imprest with the necessity of firmness on the part of the Government in questions dealing with the food supply.

"And having recognized the moral justice of his contributions toward the state, he begins to take account of the malpractices of agents of the Commissariat of Food Supply, a thing which is very desirable.

"It is in this way that the Commissariat of Food Supply inculcates the scattered mass of small producers with an understanding of the interest of the state. In fact, no institution, no establishment, has to such a degree directed the thought of the peasant toward the interests of the state as the Commissariat of Food Supply. This is quite evident, if judged by the results obtained in the course of these three years during which the quantity of bread and other products has increased considerably. . . . . .

"In summing up the three years which have passed, it can be affirmed, without danger of being deceived, that the political consciousness of the peasant has made more progress than during the last one hundred years. The Russia of the Soviets is very great, and its development goes on gradually from the center to the periphery."

TEAMWORK TO BETTER WORLD TRADE

THE WORLD-WIDE CRISIS in trade and industry which drags its slow length in the wake of war might have been forestalled if the nations of the two hemispheres, realizing their enforced interdependence, had had sense enough to act in disinterested partnership. This theory is advanced by the Sydney (Australia) *Daily Telegraph*, which points out that if such higher intelligence had held sway in international affairs, devastated and war-weary countries would have put themselves in order and producers would have let them have raw material on credit in order that by making good use of it they would again become good customers. Unfortunately the world is not a partnership, and few of its member nations are animated "either by disinterestedness or common sense." Some of those who should be customers have wasted time in internal quarrels, while others have spent wealth and manhood in new wars. So the creditor nations have refused to lend money for the probable purpose of destruction and have hesitated to supply goods on credit. In many countries it is admitted, however, that a steady revival of industry has been progressing in the midst of bitter social struggles, as in Great Britain, France, and Germany. Yet tho the condition of the world's markets has clearly demonstrated how closely one nation depends on another, we are reminded that there has been no recognition of the fact that the interest of the whole world requires the wealthy nations to lend money or goods and the poorer nations to return to the ways of peace, and this daily remarks:

"The first sign of a change in tactics came from the United States. The Southern planters found themselves with a crop which they could not market. The Southern bankers, therefore, formed a corporation with a capital of $12,000,000, to finance sales to such countries as Germany, which can not pay cash. The farmers have now found themselves with a record wheat crop, and the banks have formed a corporation, with a capital of $1,000,000,000 in order that its unexpectedly large exportable surplus will not be wasted. We in Australia purpose to meet a similar difficulty by a similar plan, and to form a company, which will sell the 2,000,000 bales of wool carried over from the war-seasons, and now held in London, on terms which will be acceptable to the buyers of European countries as well as of Yorkshire. These tactics may be followed in America without difficulty. No other country can avail itself of such a reservoir of credit. It holds more than one-third of all the gold in the world, and has ten times the money to advance that it had twenty years ago, and it has a banking system constructed with a view to such purposes."

Australia is in a very different case, on the other hand, we read, for it has been spending money on imported luxuries with the result that its credit for purchases abroad and means for financing export are both restricted. When the Australian Government is called upon to pay the farmer cash for his wheat at the railway siding, it is noted, the reply is that "tho it is a government and not a bank, it can not find the money to do so," and we read:

"The one immediate step for the Australian people to take is to stop their expenditure on all luxuries, including strikes. But it is not easy to bring a long course of conduct to an abrupt end. We are suffering now through contracts that were made before men acknowledged that if goods are imported other goods must be sold abroad to pay for them. It is as certain as anything can be that a country which holds supplies of wool, wheat, metals, and butter must be able to pay its way. But it can not realize its wealth while its customers are insolvent. We must be prepared for bad years in spite of the boasts of extravagant Ministers. We can make them disastrous, if neither private citizens nor politicians recognize our conditions. Or we can pass through them safely if private citizens are economical, if merchants look far enough to cut down supplies of luxuries, and if Ministers refrain from schemes that damage the national credit."

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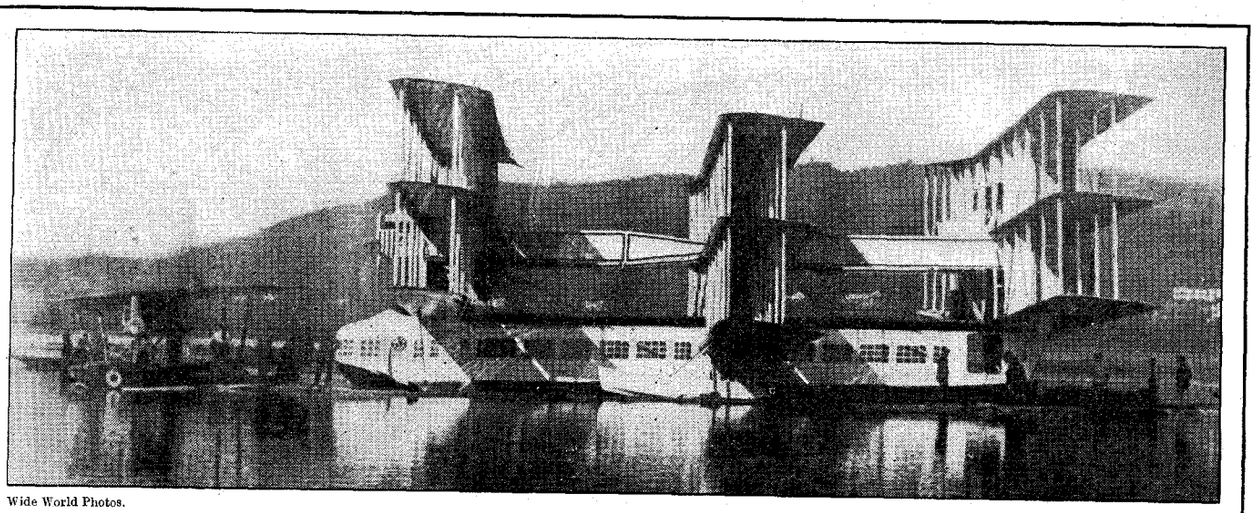
SCIENCE - AND - INVENTION



Wide World Photos.

GREATEST FLYING-BOAT IN THE WORLD, BUILT TO CARRY ONE HUNDRED PASSENGERS.
It will interest Americans to know that Caproni selected Liberty motors for this huge craft.

WRECK OF THE WORLD'S LARGEST AIRPLANE

THE CAPRONI TRIPLANES which made nightly bombing raids over Germany during the war were so huge that a tractor was required to haul them from their hangars. With a crew of five men and a ton of bombs they were capable of cruising hundreds of miles into enemy territory. After the armistice, then, what could be more natural than that the inventor and builder of the Caproni war-plane should utilize his experience and knowledge in designing and constructing a Caproni triplane on a larger scale, substituting passengers for bombs? This Caproni did, building a "flying-ship" that would carry, he estimated, a hundred persons. As we are told in *The Scientific American* (New York):

"The Caproni machine proves to be a seaplane of radically—indeed, one might well say daring—design. It has three sets of triplanes arranged in tandem and mounted above a long boat body. There are eight motors of the Liberty type, aggregating 3,200 horse-power. The machine weighs 30,800 pounds empty, and can carry a useful load of 22,000 pounds. This useful load factor, when translated in terms of commercial utility, means carrying 100 passengers with sufficient fuel supply for a flight of five to six hours. Beyond a doubt, this is the largest heavier-than-air machine so far constructed. The speed is about ninety miles an hour when the engines are operating at full power.

"The boatlike body, which has accommodations for 100 passengers, measures 66 feet long. The wings measure 132 feet in span. They have a total carrying surface of 7,150 square feet. The arrangement of the three sets of triplanes is said to give this giant machine remarkable stability in the air, and permits of dispensing with the usual tail construction. Each wing carries an *aileron*, and it is the manipulation of these *ailerons* that controls the ascent or descent of the machine. The steering is controlled by eight rudders which are mounted between the wings of the rear triplane. Great stress is laid on the automatic stability of this machine, which is gained by the triplane and tandem arrangement, and the facility with which it can be piloted. And then it follows, too, that with the great weight and horse-power back of this machine it is not apt to be disturbed by the very winds that hamper the smaller airplanes. The Caproni giant, in flying trim, represents twenty-five tons."

The Italian inventor planned to cross the Atlantic in this giant flying-boat. On the first trial flight over Lake Maggiore the huge triplane flew for a mile or more about twenty-five feet above the water, showing that the eight Liberty engines were powerful enough, and that apparently the machine was a success in every way. On the second flight, however, according to the London *Times*, "something went wrong" as the machine alighted on Lake Maggiore, and the hull was damaged beyond repair, but the pilot was not injured. Says the editor of *The Aeroplane* (London):

"The unofficial report is that the pilot, Sembrini, a very good and experienced aviator, took the machine off the water, got her up to about sixty feet, and that then she gently put her nose down and continued so till she drove it under water. Considering that she had four Liberty engines on her forward planes and four more aft, with very small elevators and yards of space between the engine-masses, it must have been very difficult to counteract her enormous longitudinal moment of inertia, and so the story has every semblance of truth."

MANY PATENTS FOR ONE THING.—"How is it that so many patents can be issued all for the same invention? I thought if a man had a patent for an invention nobody else could have one." This pertinent question is put into the mouth of an interlocutor by Emanuel Scheyer, in an article entitled, "What's So and What Isn't About Patents," contributed to *The American Machinist* (New York). He answers it as follows:

"Well, you see, an invention is usually composed of a number of different parts all of which acting together make up the whole. Take, for instance, our wheel. There are the tire, the rim, the spokes, and the hub, which, fastened together, make up the wheel. Now suppose you were the first man in the world who ever thought of a wheel and that you took out a patent for it. Your patent, if properly worded, would claim any round object that revolved on an axle. It would be what is known as a basic patent. Basic patents are the wheat among the chaff of patents and they are few and far between. Your patent would be so broad that it would stop anybody from using any kind of wheel, whether it was a solid disk wheel, a wire wheel, a wheel with wooden spokes, a pneumatic-tired wheel, or an iron-tired wheel. As soon as your invention became known to the world, people would be quick to see how good it was and begin to make improvements. Mr. Jones would invent the solid disk wheel and patent it; Mr. Smith would do likewise with a wire wheel, etc. The result would be hundreds of different patents

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for different kinds of wheels and for the different parts of a wheel. Your patent, covering all wheels, being good for seventeen years, all these other inventors, in spite of the fact that they had patents, would not be allowed to use their improvements without first paying you for your permission. As time went on and seventeen years passed, your patent would no longer be in force.

"Now everybody could make wheels in accordance with their patents. Hundreds and hundreds of patents would now be obtained, each differing from the other only in some small detail of the wheel and having a value equal only to the value of that detail over the others. The vast majority of all patents issued, no matter what the field, comes under this last-mentioned category. If the detail has value, then so has its patent, but if the detail be unimportant, the patent is worthless because by substituting something else the patent can be beaten."

WHAT CHILDREN NEED TO EAT

"SPARE THE FOOD and stunt the child" may be recommended as a dietetic variant of the familiar adage, according to Dr. Benedict, an authority quoted in an article on "Food and the Child," printed in *The Journal of the American Medical Association* (Chicago). Children, we are told, need more feeding than was formerly supposed. They are usually underfed rather than overfed. Their vital processes are much more active than those of adults; they are constantly taking on weight in growth, and their higher muscular activity requires support. These facts are of special interest now that starvation, or at least inadequate nutrition, threatens so many parts of the world—Europe as well as Asia, and when we are taking upon ourselves the feeding of millions of foreign children. Debates about calories and protein requirements are overshadowed by the even more fundamental inquiry as to the amount of energy in food-form absolutely necessary to prevent human deterioration. Says the writer:

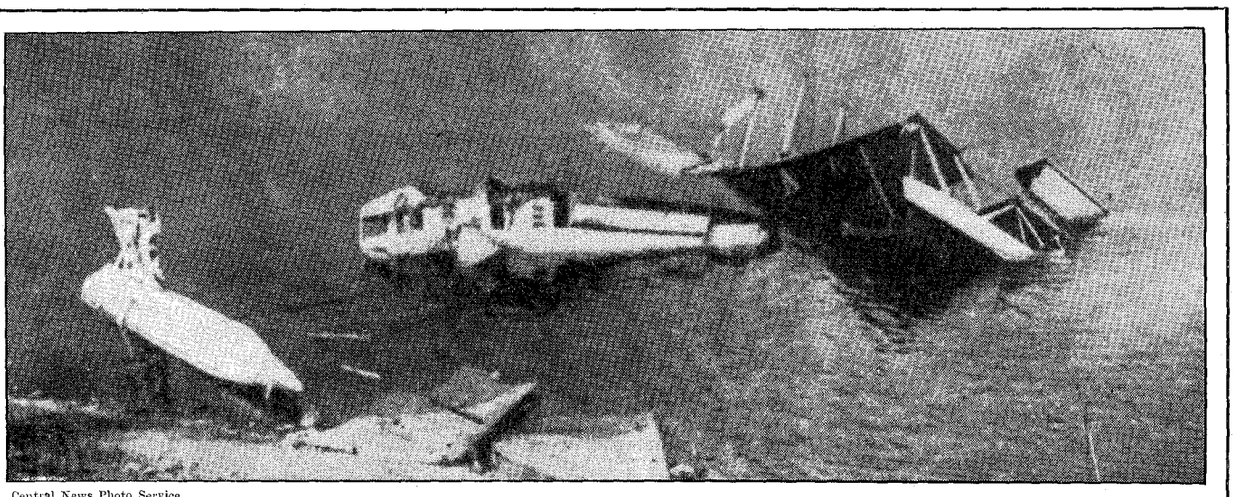
"The food needs of groups of persons vary in relation to diverse factors, some of which are clearly recognized. Bodily activity is of fundamental importance. Work can not be accomplished without supply and expenditure of energy in the human organism any more than it can be in a non-living machine of human construction. The active worker must receive more food-fuel than his sedentary neighbor. Human calorimetry, a subject investigated with much enthusiasm and notable success by a number of scientists in this country, has at length furnished a wealth of data respecting the fundamental energy need of the body at complete rest. Upon the values thus derived, other supplementary needs must be superimposed. The working quota, the allowance for physiologic expenditure in digestion, the proportions set aside for special tissue repair or growth where this still occurs, the losses through the excreta—these are well appreciated additions to the basal needs.

"It has been pointed out frequently of late that a further factor of size, particularly in relation to age, has not always received chance in nutrition demands. Only a few years ago it was customary to apportion the family food requirement on a theoretical basis; for example, assuming that a man takes one portion, then a woman takes 0.8; a boy of twelve takes 0.8; a boy of eight takes 0.7; and so on. It is now scientifically established, on the other hand, that children have a decidedly higher metabolism per kilogram than adults. Boys of twelve to sixteen years average 25 per cent. higher than grown men. This does not include their greater energy production when active, but is due to their quickened life processes. Old persons have a slightly diminished metabolism."

A survey of the food intake of children given a free range of choice tends to substantiate what has been clearly demonstrated by direct scientific measurement. A recent review of the food requirements of the child during the growing period shows, we are told, that the requirements for growth are greatest during the period when growth is most active, namely, during the first year of life and during adolescence. They are nearly uniform from the fourth to the tenth or eleventh years. The requirement for activity is the only factor which varies widely with different individuals. Further:

"More concrete and of direct practical bearing are the added conclusions respecting the average needs of children during the school age. Holt and Fales point out that the calory allowances must be decidedly higher than is generally assumed for the period of adolescence. A dictum that may come with surprizing force to many is this: The total daily caloric requirement of children of both sexes during adolescence exceeds by nearly 1,000 calories the requirements of the adult man or woman of moderate activity. Children who are under weight require more than those who are of average weight for their age. Children who are over weight require fewer calories per kilogram than those of average weight. It is a common observation, says Holt, and an undoubtedly true one that during adolescence the average boy or girl takes more food than the average adult man or woman. Unquestionably, this represents a real physiologic need.

"The exhortation to make the values for the daily food intake exceed adult standards during adolescence will lead to earnest thought on the part of many interested persons. Lately we have been warned against the dangers of overeating, inactivity, and consequent obesity in the adult. Evidently we shall do well to transfer the surplus in many cases from the account of the adult to the credit of the adolescent, for as Benedict, too, has concluded: 'It is still the best practise to give a most liberal diet to children, since the greater part of the evidence on underweight indicates that children usually receive too little rather than too much food.' Formerly one was warned about 'sparing the rod and spoiling the child.' Perhaps a corresponding adage might be promoted to warn us not to 'spare the food and stunt the child.'"



Central News Photo Service.

"SOMETHING WENT WRONG." VIEW OF THE GREAT "TRANSATLANTIC" PLANE AFTER ITS SECOND TRIAL TRIP.

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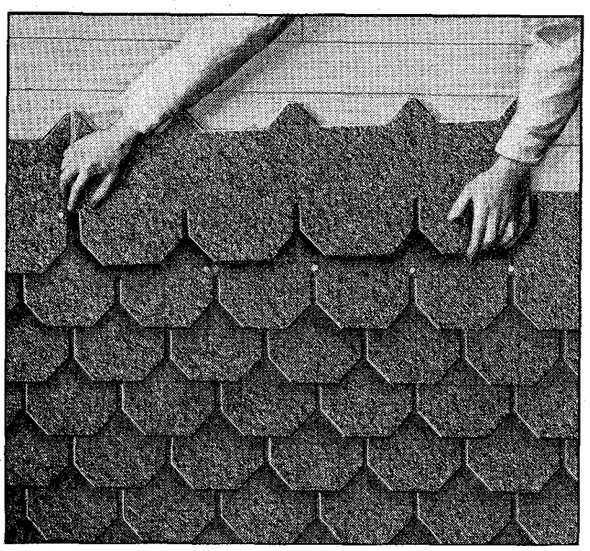
SHINGLES AND THEIR SUBSTITUTES

THE HIGH COST and increasing rarity of timber have increased the use of the various substitutes for wooden shingles. They have their advantages, but Arthur Newton Pack, writing in *American Forestry* (Washington), tells us that the wood shingle is by no means a back number yet. In its finest quality it is still more durable



LAYING SUBSTITUTE SHINGLES.

than any substitute, and hence its cost per year is less. Its irregularity makes it more pleasing to the eye. Fifteen or twenty years ago, Mr. Pack tells us, wooden shingles were three times out of four the choice of the home-builder. The comparative expense and difficulty of procuring and laying slate put it out of the reach of most men; ready roofing, the modern asbestos or asphalt, as well as tile roofing, were but little exploited, while shingles made of paper, asbestos, and asphalt were not widely known until 1909 or 1910. He continues:

"At the beginning of the European War, however, this country was producing an amount of tile, slate, metal, and various kinds of patented shingle roofing almost half again as great as the total wooden shingle production of the country; but as we exported some patented roofings and imported a large amount of wooden shingles, the probable truth is that we actually used wooden shingles and substitutes in about equal proportion. Since 1914 this ratio has probably been maintained with gains in some sections for the improved types of patent shingles.

"Primarily the cause of this change has been the depletion of our national forest resources reflected in the increased cost of wood shingles. Where formerly the shingles on our roofs were manufactured only a few hundred miles away at most, and shipped to the builder with but small extra charge for freight, we now secure our best grades from as far away as Louisiana, California, Washington, Oregon, and even British Columbia.

"The various kinds of paper, asbestos, asphalt, and metal shingles were first manufactured to supply roofing at a cheaper initial cost than wooden shingles. At first they were sold chiefly for temporary roofs, such as sheds and garages. Later, however, the manufacturers were able to improve the coloring and appearance so that very handsome effects could be obtained.

"At this time, when we are awakening to the threat of a world-wide lumber shortage, it would be well if we could discover an equally good and permanent substitute roofing; but builders and dealers in building materials generally, together with others who have made a study of the situation, agree that the knell of the wood-shingle roof has by no means been sounded.

"Fire-resistant paints and stains for wood are now quite generally sold, combining with the fire-retarding quality the most artistic color effects. In fact, the special paint is often the real basis of the fire-resistive power of patented substitutes. A wooden shingle is the only roofing which will continue to keep out water for years after its most practical life has gone, and after it has so seriously dried and cracked that a person in the attic may see daylight through a hundred odd fissures. The temptation is to leave the old shingles on until the roof actually begins to leak, and there is where the fire risk becomes greatest.

"Probably the feature of particular interest to the home-builder is that of cost. Slate and tile have always been more expensive than other roofs, for they require not only a heavier supporting construction, but their initial cost is greater than wood, and the average life is not so long, due to a tendency to break under stress. While roll roofing has always been lower-priced than wood shingles the better grade of asphalt shingles became scarce during the war-period when ships were not available for the importation of asphalt. Now, however, the initial cost has again declined and, like paper and asbestos roofing, is somewhat below that of wood shingles. Patent shingles are often guaranteed by the maker to give good service for from five to seven or nine years. The life of a wood-shingle roof, however, when properly laid with the correct grade of material, may safely be figured at fifteen to twenty years and upward. There have been many instances where shingle roofs have lasted satisfactorily for fifty years and even one hundred years."

Only the salient points are given by Mr. Pack, but they emphasize first the use of the best grade clear shingles—not over seven inches wide and not less than five shingles to two inches in thickness at the butts. Forty per cent. of shingles throughout the country are thinner than this, and are liable to hump and curl somewhat. Again the roof should not be less steep than one-quarter pitch, which means that the vertical distance of the ridge above the top of the walls is one-quarter of the distance between those walls. For one-quarter to one-third pitch the standard 16-inch shingle should be exposed to the weather only

Courtesy of "American Forestry."

SHINGLES IN SHEETS.

Art-craft roofing, strips of composition made to look like shingles, are now being advocated for effective and quickly laid roofing material.

4 inches. On steeper roofs the shingle may be exposed 4¼ to 4½ inches, while on the vertical sides of houses a 5-inch exposure is conservative. He goes on:

"An equally important point is the use of a proper nail. Many builders nowadays lay a shingle roof with ordinary steel wire nails, instead of 3½ or 4d. galvanized cut iron nails as

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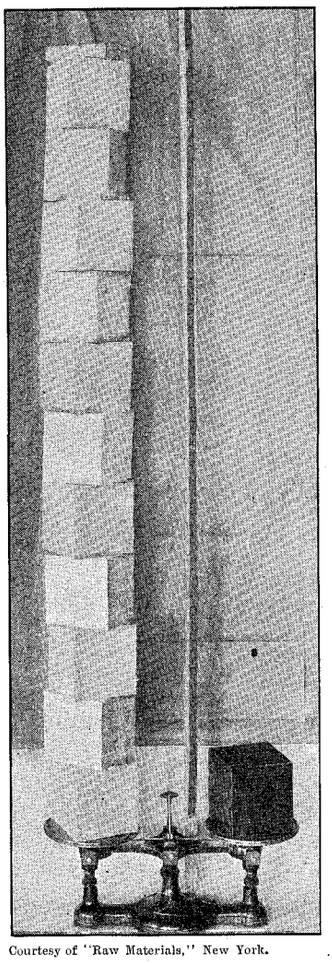
recommended by these associations of manufacturers. The steel wire nails rust quickly under the influence of the wood acids. As time passes these nails thus permit the shingle to buckle and warp, and in event of fire the loosened pieces readily fly off and become a menace to neighboring property. In no case should the heads of the nails be driven into the shingles, for this weakens the wood. Further specifications are concerned with proper rafters, roof-boards, shingle preparation, staining, joints, and laying.

"With the defects of construction overcome the final decision rests with the home-builder. It is up to him to judge whether the beauty, permanence, economy, and safety of a wood-shingle roof do not make it superior to any other form of roofing within the amount he has to expend."

THE LIGHTEST WOOD IN THE WORLD

BALSA, THE TROPICAL WOOD lighter than cork, has already been described in these columns. According to a writer in *Raw Material* (NewYork), it is now on the American market for a variety of special uses that require buoyancy, non-conductivity for heat, smoothness, softness and lightness, and speed in working. Balsa is, so far as known, the lightest wood that grows. It averages in weight about one-third less than cork. This lightness results from its peculiar cellular structure, which is said to differ from that of any other wood. The cell walls are extremely thin; and where ordinarily there are woody fibers, there is in balsa practically no lignification. This structure confines within its large, barrel-shaped cells a quantity of "dead" air, which represents 92 per cent. of the total volume of the wood and which accounts for its remarkably high insulating value. To quote the article:



Courtesy of "Raw Materials," New York.

TWO WOODS COMPARED.

Equal weights of balsa and quebracho.

"In its natural state balsa rots quickly, and ordinary methods of preservation by painting or otherwise, are ineffective in preventing deterioration. After extended experimentation in the treatment of balsa, a process of wood preservation has been developed which meets the requirements of balsa and its uses, giving adequate protection and permanency of quality to the wood. This process thoroughly impregnates all parts of the wood with a thin coating which does not appreciably increase its weight. Treated balsa is water-resisting and is not subject to the attacks of insects or the bacteria of decay.

"Combined with its light weight and its quality of insulation against heat, balsa possesses a structural strength which, pound for pound, is greater than that of any wood. In actual test, Balsa shows a strength per square inch fully one-half the strength of spruce.

"Extensive tests have shown that balsa has an insulating efficiency at least equal to that of any other commercially used product. The heat conductivity of water is such that very small percentages of moisture absorption greatly lower the quality of an insulation. Balsa is so thoroughly waterproofed that its original efficiency is maintained."

Treated and waterproofed, balsa is now being used, we are told, as insulating material for refrigerated spaces in over fifty ships. The early extension of its industrial use to refrigerator-cars and trucks is expected, as well as to all insulated compartments, from small parcel-post boxes for foodstuffs, etc., to cold-storage warehouses. Insulation is, however, only one of the many uses to which balsa has already been put, and further study of its properties is constantly disclosing new directions in which it will prove of value. The writer goes on:

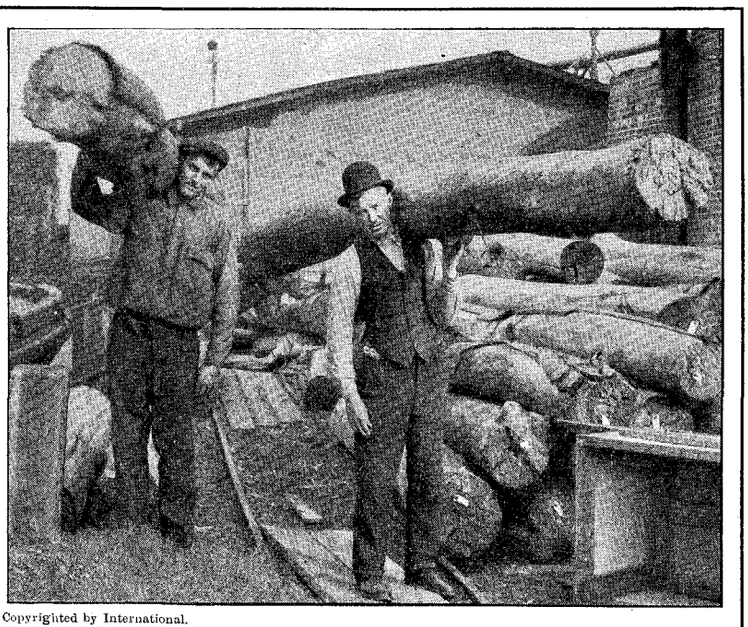
"Balsa first attracted attention by reason of its light weight, which suggested its use in life-preservers and other equipment for saving lives at sea. During the war, large numbers of balsa rafts, elliptical rings of solid, treated balsa, waterproofed and covered with canvas, were a familiar part of the safety equipment carried on board the American transports. Balsa fenders are used on two types of life-boats. The great buoyancy of this wood has also been made use of in a line of water sporting goods, such as surf boards and decoys.

"Excellent proof of the effectiveness of the waterproofing treatment was shown during the war by the 70,000 mine-buoys whose use largely made possible the 250-mile 'mine barrage' across the North Sea. This was said to be the only type of float which could withstand the long submersion and the crushing effect of depth charges.

"Of the miscellaneous uses dependent upon its light weight, balsa has already been successfully employed in the construction of hydroplane pontoons and for filling out stream-lines of airplane struts.

"The smoothness and softness of balsa have led to its increasing use in the protection during shipment of highly finished furniture surfaces, such as phonographs and pianos. Not only is the wood smooth, but it has remarkable elasticity, and this is not in the least altered by subsequent compressions.

"The facility and speed with which treated balsa may be worked either by hand or with wood-working machinery have made it particularly adaptable to use in toy manufacture, such as toy airplanes. It has also been used for the throats of phonographs, which in certain makes must be hand-carved."



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NOT SUCH A FEAT AS IT LOOKS,

For the logs are of balsa wood, lighter than cork.

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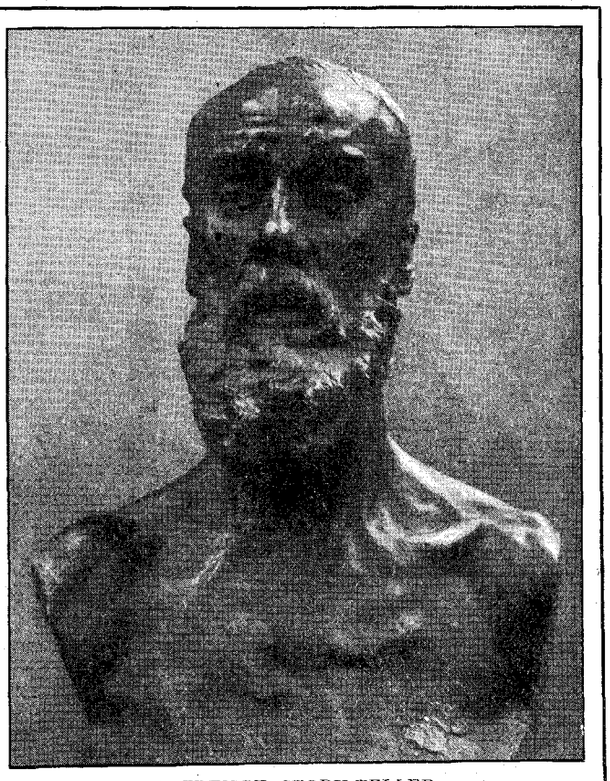
JEAN PAUL LAURENS

MILITARY HONORS TO A PAINTER when he comes to die are among the unexpected events of an artist's career. But the French do things always with an eye to *justesse*, and the fact that a regiment of infantry, a squadron of cavalry, and two batteries of artillery accompanied the remains of Jean Paul Laurens to their last resting-place merely shows how the French mind works. But Laurens, who died on March 23, was a painter of military subjects as well as others, and had America taken a part in his obsequies it would have been justified as recognition of the mural piece he painted for the walls of the Baltimore Court-House depicting the surrender of Yorktown. His long life was spent far from scenes of carnage, however; indeed, so much of a recluse was he that he was often termed "the Benedictine." An episode in his life was the occasion of one of the greatest upheavals in French art in the nineteenth century. Sir Claude Phillips, writing a long appreciation of him in the London *Daily Telegraph*, gives an interesting account of this event:



A FRENCH STORY-TELLER.

Laurens, the late artist, whose works required no diagram for their understanding. The Rodin bust at the Luxembourg.

"His first success, tho it proved only a momentary one, was the picture called 'The Death of Cato,' which obtained him an honorable mention in the Salon. But already, or, perhaps, in consequence of this official patronage, the Société Nationale des Beaux-Arts executed a complete *volte-face*. Possibly they considered they had been rash in signalizing the young painter's 'Cato.' Was he not suspected of belonging to the new hated school of Realists, and, as such, bound to be held suspect? Be that as it may, a whole band of artists implicated in the new movement became anathema to the Salon juries. They would have none of them. The scandal grew, until even the French Government was moved to take action. Thus, in 1863, was inaugurated the now famous Salon des Refusés, an exhibition at which not only Jean Paul Laurens exhibited, but such artists as Harpignies, Fantin-Latour, Legros, Whistler, Manet, Cazin, Pissarro, and Ribot.

"The stir was naturally prodigious, but Laurens still found commissions were to seek. The Toulon pension, moreover, had lapsed, and poverty grim and real stared the artist in the face. It was, indeed, in a small garret in the Rue de Chabrol that he painted his now celebrated picture, 'Christ Crowned with Thorns.' Mr. Fabre, who afterward wrote a sympathetic life of the artist, under the title of 'Le Roman d'un Peintre,' visited the Rue de Chabrol attic, and in it saw for the first time 'The Vision of Ezekiel.' The canvas roused the writer's utmost enthusiasm, and the two men became firm friends. The painter stood in sore need of such encouragement. Proud, sensitive, and still all but unknown in Paris, the young man chafed and languished, while he isolated himself in his books. A student of the Bible, Æschylus, Shakespeare, and of Augustine's Confessions (a book he picked up on the quays and absorbed with avidity), Laurens was only too ready to echo the bitter disillusion of the great Saint. Yet it was characteristic of him that, when he broke down in 1868, he should believe that a return to his native village would completely restore his health. Sick and sorry, he journeyed south, only to find his old friend and patroness, Madame Willemsens, stricken with a mortal illness. Tending her like a son, Laurens forgot his own griefs and ailments, and a year later, in 1869, he married the daughter, whom he had loved since he was a boy."

His many-sidedness is set forth in the further account of the work of a long life:

"The important canvases, 'St. Ambrose Instructing Honorius,' 'The Death of the Duc d'Enghien,' 'Pope Formosus and Stephen VII.,' all seen in the year 1872, testify to Laurens's increasing strength and powers. A journey to Italy was naturally not without effect in forming the artist's style, and in the 'Pool of Bethesda,' seen in 1873, and 'The Cardinal and St. Bruno,' exhibited in 1874, Jean Paul Laurens may be said to have come into his own. Receiving the Cross of the Legion of Honor for his 'St. Bruno,' the painter next tackled the important canvas, entitled 'The Excommunication of Robert the Pious' (now in the Luxembourg Gallery), which he completed, along with the picture called 'The Interdict,' in the year 1875. Of the same period is the 'Francis Borgia before the Coffin of Queen Isabella,' and the extraordinarily dramatic work, 'The Austrian Staff before the Body of Marceau,' a picture which secured for its author the coveted Prix de Salon.

"To follow up a great popular success is always a difficult task. Jean Paul Laurens's picture of 'The Release of the Prisoners of Carcassonne' possibly suffered by comparison with its immediate forerunner, 'Marceau.' But one of the artist's masterpieces was to follow. In 'Honorius—Lower Empire,' Laurens first exhibited that love of gorgeous color for which his pictures have since become famous, and his scarlet-clad child emperor stands forth a living emblem of the new artistic impulse. A portrait of a lady of the same date no less exhibits the same preoccupation, for the model, in the apt description of a contemporary critic, is 'set in the heart of a very fire of red.' Later, as we all know, the painter was to experience the fascination and beauty which are to be obtained by experimenting in the various tones of black, and in 'The Last Moments of the Emperor Maximilian' Laurens showed his mastery over what are technically called 'values.' . . . . .

"Laurens's designs for the Gobelins tapestries, comprising six episodes in the life of Joan of Arc, comprise only a fraction of his labors in the same field of art. There are, for instance,

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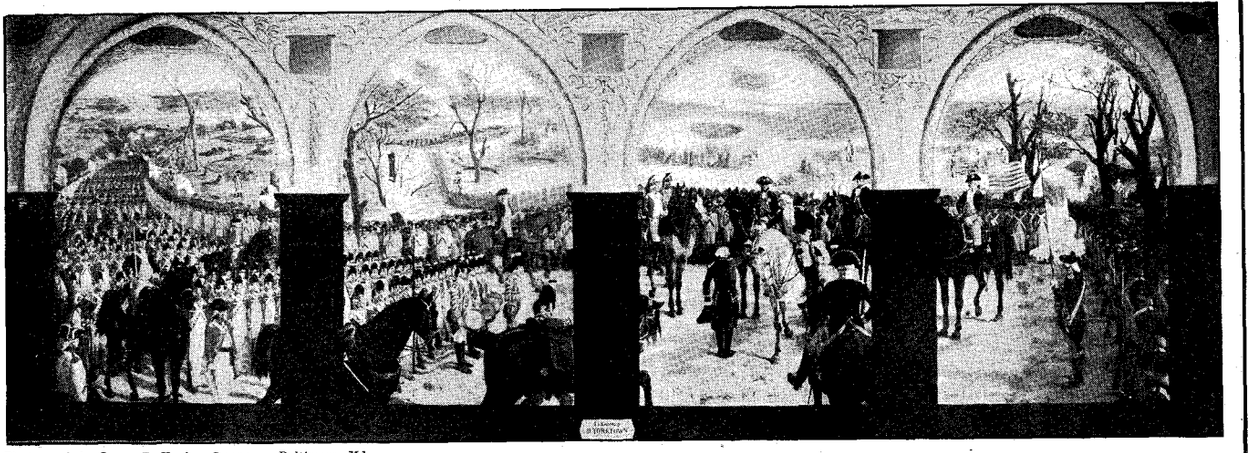

Photograph by James F. Hughes Company, Baltimore, Md.

AN AMERICAN EXAMPLE OF LAURENS'S WORK.

Mural painting in the Court-House of Baltimore representing the surrender of Cornwallis at Yorktown.

the four designs illustrating the miracles wrought at the tomb of St. Geneviève, in the Panthéon, as well as the decoration of the ceiling at Toulouse, completed in 1899. Seven years earlier Jean Paul Laurens had succeeded to Meissonier's chair at the Institute, an honor he received with that extraordinary modesty and timidity which were in such strange contradiction to his otherwise fiery and impetuous nature. But he was made up of contrasts. The fine simplicity and ruggedness of his character are subtly indicated in Rodin's virile and lifelike bust of the painter to be seen in the Luxembourg Gallery. A portrait of the artist in two dimensions, depicted this time with his little grandson, was exhibited at the Salon in 1911, and shows us Laurens as he appeared as a Patriarch."

The story-telling quality of Laurens's work probably endears him the more to the artless public than to artists themselves, tho with the latter his technical excellence was an engaging charm. He painted all the horrors when he had a subject carrying them and he threw the responsibilities on to the spirit of truth. Other phases of this many-sided artist are pointed out in the New York *Times*:

"His panel in the Panthéon depicting the death of St. Geneviève was severely criticized, but when the storm which it aroused passed his fame was only more firmly established. One of his paintings, representing the scene when a papal ruler caused the body of his predecessor to be brought before him that he might curse it is well described as 'absolutely savage.' When Laurens was criticized for some of the effects of terror and horror which his paintings produced he replied that he endeavored to represent historical scenes in accordance with his studies and research—and if they were terrifying it was because the truth itself was terrifying. His works always made a strong appeal. No one needed a diagram to understand them; Laurens was not an artist who scorned to tell a story with his brush.

"But the somberness of his pictures had little effect upon his life. He was the kindest of friends and was especiallybeloved by the American art students, to whom he was ever most helpful. Paris will long remember this modern painter with the face and head of a Michelangelo, this quiet recluse with the militant mind."

The Paris correspondent of the London *Times* finishes off his account of Laurens with a view of his winning personality:

"As a teacher and as a man Laurens was well beloved. Many artists will remember with pleasure the figure of the master as he welcomed them to his studio in the Rue Cassini, clothed in his long, red overall, his head covered by a black velvet bonnet. He seemed, as more than one artist has remarked, like a real reincarnation of the Middle Ages, and it was his charmingly disarming foible to show naive delight when a visitor remarked on his physical likeness to Michelangelo. There was no trace of jealousy and intrigue in his simple, upright, hard-working character. No voice of criticism was raised when, in 1910, the Society of French Artists paid him the well-deserved tribute of appointing him to its *Présidence d'Honneur*. He was a Commander of the Legion of Honor."

GLOOM IN THE GERMAN MOVIES

NO HAPPY ENDINGS for the Germans. When they take their movies they demand that they be true to life, especially since the war has taught them the unhappiest ending of all. "'And they were married and lived happily ever after' is a fade-out which is as rare in Germany as the proverbial hen's teeth," says George Kent in the New York *Evening Post*, musing over the past days when that same country produced "that greatest of happy-enders, Jacob Ludwig Grimm, compiler of fairy-tales." Their *Kultur* obsession, he says, extends even to their movies, "where are unreeled interminable stretches of discourses on the various 'ologies' wound tight about a fantastic plot." Such a film has lately shown itself here exprest in terms of the newest cubist art. "Dr. Caligary" is a madhouse story in what the conservatives of stage or movie scenery would call a madhouse environment. Mr. Kent discovers that such Germans as happen to see our films are "horrified at American flippancy and inability to treat serious themes seriously." We read:

"A German lady who had just returned from Spain, where she witnessed several Chaplin and Mary Pickford films, exprest keen displeasure with them, whereupon I asked her what she expected of her moving pictures. She replied that she wanted her moving pictures to be serious and profound. A tour of the movie houses in Berlin, where there are as many in proportion as in any other capital, discloses that the German producers have measured up to the lady's ideal pretty well.

"There all the pictures are endless and all deal with pedagogic, physiologic, and sociologic themes, absurdly high pitched and enveloped in a misty and ridiculous sentimentalism. Good never triumphs and circumstances are always too much for the individual. In the German movie the individual is the toy of his environment. It is a joke among Americans in Berlin that every yard of German film has its suicide. Suicide statistics are very large in Germany, but it is problematic whether the films have influenced the suicides, or *vice versa*. The number of suicides always increases after a national catastrophe.

"I will not go so far as to say that there are no worth-while films shown, but these are so rare as to escape notice. As ever, Germans are great sticklers for technique. In some pictures splendid actors and actresses take part. One time I saw Dostoyefsky's 'The Brothers Karamazoff,' and it was marvelous. There were also displayed two attempts at cubist movies, and one, an expressionist interpretation of one of the tales of Edgar Allan Poe, which were very beautiful. These are exceptions. Generally the German picture in its effort to be serious and profound is strained to incongruity. To all but Germans they are highly amusing.

"Last summer a German film company produced a picture called 'Darwin,' which was an attempt to prove the Darwinian theory. I do not remember the picture, but I have a vague recollection of a German monk and an American millionaire

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threading African wilds and a love-scene between the monk and a chimpanzee.

"If you decide to attend a moving-picture performance in Berlin, make up your mind neither to laugh nor to be affrighted, come what may."

"FREE" POETRY IN RUSSIA

ARTISTS IN ANY LINE who fancy that the "freedom" offered by the Bolsheviki of Russia would make that land a paradise for them should give heed to some of the fruits of freedom furnished us by the *Journal de Genève*. Defenders of the Lenine régime, points out this journal, insist that "the rule of the proletariat in Russia so protects arts and letters that the poets, liberated from 'capitalistic' tyranny, can, under the ideal régime of Communism, produce immortal works." All the evidence brought by the "rare visitors to the Bolshevik paradise" leads this cautious observer to maintain "reserve." It considers the paramount facts that no liberty of the press exists in Russia, and so none but a poet recognized by the Government can get his verses published, a fact that becomes more manifest by the examination of the few specimens exhibited here. The translation from the Geneva paper is made by the New York *Tribune*, where we read:

"In justice to Russian letters it must, however, be said that all talented Russian authors have abstained from writing, or, at any rate, from publishing their works during the rule of the proletariat, so that only the official poets, the literati hired by the Government, have their say.

"With the exception of a few second-rate writers, present-day Russia counts five poets recognized as such by the Government. They are the citizens Block, Byelyi (Weiss), Ivanoff, Romizoff, and Mayakovsky. All five are futurists, and their verses are freed from all prosaic and even grammatical constraint.

"Rightly or wrongly, Mayakovsky is considered the most gifted poet of this new 'Red' pleiad. The *Czas* of Prague has recently published a few samples of his work, which may be interesting to quote.

"The official Bolshevik propaganda has always given formal public assurance of its respect for the past works of art. This claim is false. Let us see what Mayakovsky writes on this subject in his 'Revolutionary Odes':

> The world's conflagration has softened our nerves.
> Howl.
> "Firemen!"
> Murillo is burning.
> With petroleum we water
> Corneille as well as a certain Racine,
> And we throw them into the street
> To illuminate our rubbish.

"Again:

> If you meet a White Guard,
> Shoot him.
> And don't forget Raffael.
> And don't forget Rastrelli.
> Why not attack Pouchkine
> And the other classics?

"If the poet shows himself little indulgent toward the artists of the past, he has no more clemency for the philosophers. The following advice he gives the Germans in his collection of 'War and Peace Poems':

> Germany!
> Into the mouths of the deluge,
> Into its open jaws
> Throw the thoughts,
> The museums,
> The books.
> Show your teeth with insolence,
> Young men!
> Jump on Kant,
> The knife between your teeth.
> Unsheathe your swords!
> Russia! ! !
> Has the rapacious fervor grown cold?
> The desires are violent like the savage hordes.
> Drag by their meager legs
> The Tolstoys hidden under their gospels
> And pull them by the beard
> On to the stones."

A CABINET OFFICER FOR ART

DRAWN ON A JURY, it was once an artist's lot to be excused by a hard-headed lawyer on the plea that the panel contained one artist and he didn't want another. What the members of a President's Cabinet would say to the intrusion of an idealistic member of society in passing on the affairs of state may be an early experience in store for us. President Harding is reported amenable to the idea that a "Secretary of the Fine Arts" be added to his advisory family. The proposal is said to have been made to him by Mr. J. Massey Rhind, the New York sculptor, and Mr. Harding, according to *The American Art News* (New York), asked that "the artists of the country who favor the idea get their arguments in tangible form and submit them to him." The movement has already resulted in the formation of a new art league, which will urge the appointment of the Cabinet office already mentioned. The inception of the New York branch is but the forerunner of others, as *The Art News* reports the first meeting:

"The league is not a cultural organization, like the National Academy of Design. It is a body designed for action. It will seek to have many things done for the benefit of art and artists. One of the big things is the establishment of a governmental department of the fine arts, whose head shall have a seat in the Cabinet. Another is the erection in New York of a great building where exhibitions may be held—something that has long been a dream of New York's artists. Still another is the implanting in the public mind of the idea that there is an 'American school' in art as a distinct thing in itself.

"Howard Giles, the president, spoke briefly of the advantage of a Civic-Forum plan and paid respectful homage to John W. Alexander, who worked long and vigorously for the establishment of such an organization.

"Prices and qualities of artists' materials were discust. One member advocated a government investigation of pigments, because so many American manufacturers use cheap ingredients, which become darkened with time, thus destroying both the artist's work and reputation."

In spite of the somewhat stormy career of certain "fourteen points," it was found that at least that number of numerals were needed to embrace all the purposes of the new undertaking:

"1. To further contemporary American art and its relation to national life.

"2. To seek to have embodied in the Constitution of the United States the words 'Fine Arts,' as well as 'Scientific and Useful Arts.'

"3. To arouse our National Government to a realization and need of a Minister of Art with portfolio, and to give definite and concrete support to the artist.

"4. To establish better conditions for the development of American art.

"5. To foster the unknown artist by giving him an equal opportunity.

"6. To maintain an advisory School Committee to work for the betterment of art instruction and art education throughout the United States, and more especially in the city of New York.

"7. To promote the work of contemporary artists of New York by creating a closer cooperation between artist, patron, and public.

"8. To arouse other cities throughout the United States to organize similar leagues.

"9. To establish an interchange of city exhibitions.

"10. To promote general and active interest in the creation of a large public exhibition building in the city of New York, which shall be worthy of the city and sufficient to house all the exhibitions of the various societies of arts and crafts, the galleries to be under such government as to render its spaces equally eligible to all, and to be a clearing-house national in scope, a source of education, and a valuable stimulant to the life and all the interests of the city.

"11. To seek the cooperations of the art museums, patrons, art lovers, art dealers, architects, interior decorators, and artists.

"12. To act for the improvement of the materials of the artists' craft and to establish a closer cooperation between the producer of same and the artist.

"13. To improve exhibition conditions and encourage sales.

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"14. To establish a lay membership which will embrace all patrons and lovers of art, to be known as an Associate Membership.

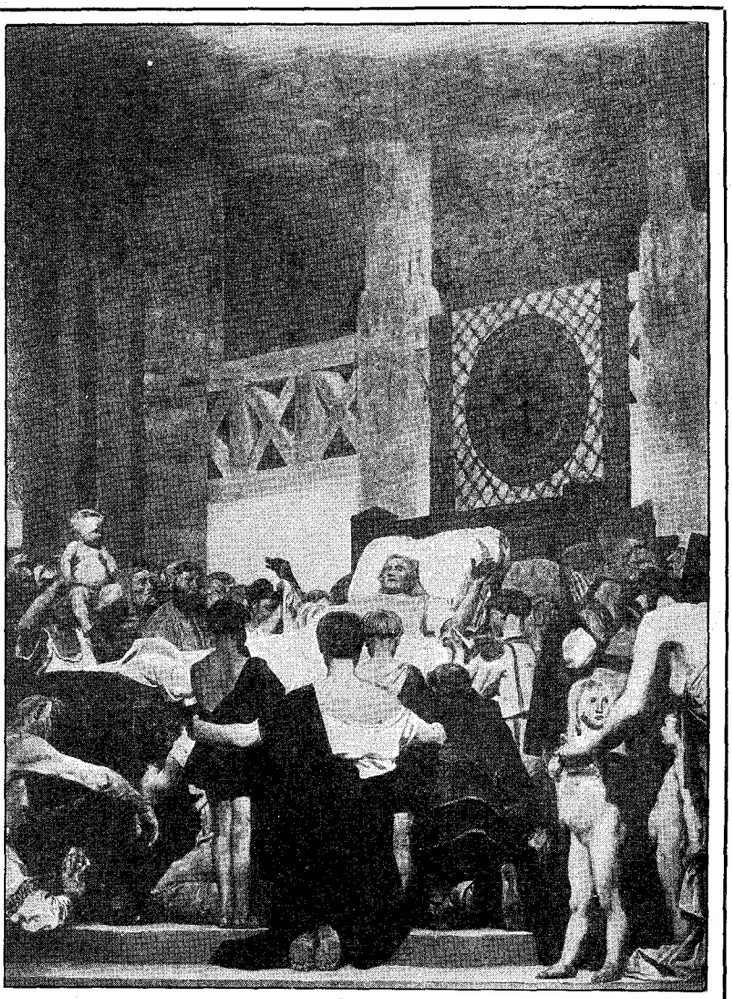
"At no period in the development of our country are these needs and aspirations more timely. Dependent in the past to a great extent upon foreign education and inspiration, American artists have come more and more to reflect their native environment and to react to the manifestations of our national life."

The permanent officers of the League of Artists, who succeed the temporary officers, are: President, Howard Giles; managing secretary, Julien Bowes; treasurer, Joseph Isidor; secretary, Leo Mielziner; chairman of the art committee, Robert Vonnoh.

While the creation of a Cabinet officer for the Fine Arts may be looked upon as somewhat radical in spite of the example of our sister republic of France, yet *The Art News* believes it would be "a fitting climax to the remarkable growth of art sentiment and art appreciation in this country." It adds:

"There is no reason why the United States should not recognize the affairs of art as a vital branch of the administrative government. France has its Minister of the Fine Arts, and as this country has always looked to France for artistic guidance, it is appropriate that it should follow such precedence now.

"America is experiencing a veritable 'art awakening.' There is scarcely a small city in the land that has not an energetic and organized coterie of art patrons. New museums are springing up in almost unheard-of places. Art schools are being founded everywhere. Arts and crafts are obtaining a consideration in industry never dreamed of before. All of this is an indication of a tremendous undercurrent of appreciation for the beautiful. It means, let us hope, that the nation will never again shame lovers of art for its indifferent taste."



A FRESCO IN THE PANTHÉON, BY JEAN PAUL LAURENS,
Representing the death of Sainte Geneviève, the special patron saint of Paris.

The press have given publicity to the President's view of art in general in a letter of his to Mr. Arthur M. Abell, relative to a special effort "to develop interest in and a taste for good music in Washington." Thus:

"It has very much appealed to me, perhaps in part because I have been a very little of an amateur myself. I know it has been said that arts have not always been so much favored under republican as monarchic forms of government, but I think a fair survey will justify a very frank difference of opinion on that point. Surely, the encouragement of the arts in Greece and in France under the institutions of democracy can hardly be cited in support of such a thesis. Likewise, the history of our own and the other American republics I think justifies the opinion that artistic taste and interest may quite as well flourish under the popular as under the monarchistic establishment."

IMPOVERISHED COLLEGE TEACHING

"THE HUNGRY SHEEP look up and are not fed," wrote Milton of the Church of his day. Signs are not lacking that this may yet be said of the college of our day if the ranks of the teaching profession continue to dwindle through poor pay. Student attendance is greater than ever, but most recent statements published by Trevor Arnett, of the General Education Board, show that "institutions of higher learning which are supported by endowment are grievously menaced through lack of funds to pay adequate salaries." Some of his revelations are given in compact form in the New York *Tribune:*

"The colleges have made earnest efforts to bridge the gap between the meager salaries and the increased cost of living. Yet the replies to the questionnaires show the rise in salary on the average amounted in 1920 to only 20 to 35 per cent. of the other increase.

"To obtain funds, tuition and other fees have been lifted, but they bring in but 87.5 per cent. of the salary-roll in the men's and coeducational colleges. And higher fees would keep many of the most desirable students from college. America does not want higher education to become a class privilege.

"A second method of relief—the solicitation of gifts for an emergency or sustaining fund—has brought good results. Alumni and friends have given generously. But the relief is merely temporary.

"The familiar 'drive' is a third recourse. These campaigns for larger endowments are still in full progress and are meeting with success. But the funds so contributed are not immediately available, and meanwhile the teacher is little better off. . . . Many teachers have left to enter far more lucrative fields. The 'mortality' in college faculties in some cases is as high as 85 per cent.

"'It is of the highest importance,' wrote Mr. John D. Rockefeller, when presenting $50,000,000 to the General Education Board to provide more adequate salaries to teachers, 'that those intrusted with the education of youth and the increase of knowledge should not be led to abandon their calling by reason of financial pressure or to cling to it amid discouragements due to financial limitations.'"

One comment that may be made, says the Louisville *Post*, is that the scale of salaries in all vocations during the next few years is apt to be considerably lower than was true between 1917 and 1921:

"The time is at hand when salaries ranging from $4,000 to $6,000 will be considered good. But that, of course, leaves the immense number of instructors and professors who are paid less than $2,100 to be considered, and the argument for better compensation for teachers in the colleges is sustained."

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RELIGION-AND-SOCIAL-SERVICE

IS THE EX-SOLDIER A "SOCIAL MISFIT"?

IN THE HEYDAY OF 1917 there were prophets who said that the soldier would come back from the war morally rejuvenated and spiritually inspired by his great experience; others predicted that he would return degenerated and hardened by the horrors of the battle-field. But, in the opinion of some writers of to-day, neither of these classes of prophets was right. The soldier did not come back regenerated or brutalized. Instead, they assert, the hero of yesterday returned spiritually exhausted—a "social misfit." The war had acted as a drain on the reservoir of his emotions, and he is not as good for the purposes of modern society as he was. It was not easy for him to resume the humdrum ways of peace. But is the fact that he found it so difficult to turn from the "business of killing" to the business of living entirely his own fault? T. H. Procter, instructor in philosophy at Williams College and an ex-chaplain of the British Army, in a recent issue of *The International Journal of Ethics* (Concord), pictured the returned soldier as "drained emotionally," and said that his own general verdict on war is that "it leaves us infinitely poorer morally." Mr. Procter's opinion of the returned soldier is true, says Dr. Ralph M. Eaton, a Harvard instructor in philosophy, in a later issue of the same journal. Dr. Eaton, who served with the American Army in France, thinks that "the idols have been found to have feet of clay. We hear no more of the regenerated soldier, of purgation by fire and sword, of the strange light of vision in the eyes of the men who have stood face to face with death. All this belongs to another age."

The returned soldier, these writers agree, has been consistently the "social misfit." His psychology underwent a change which made him unwilling and unfit, without great effort, to take his place in society. Characteristic of this postwar psychology, as Dr. Eaton views them, are the veteran organizations, which he says were born of the desire to perpetuate old comradeships and to wield some measure of control in the society for which the soldier fought. But, this observer, believes the most important of all motives in the formation of these ex-service organizations is a distrust of the society to which the soldier has come back. "The soldier sensed that the society which was with him as long as he was fighting was likely to be against him when the war was over. Alone he would be powerless against the social order which would try to suck him in again. In union was strength to resist the pressure which must immediately be brought to bear upon him when he ceased to be a soldier." But the soldier did not become a "social misfit" because he came back "infinitely poorer morally," or because he is "drained emotionally." There was no such thing as wanton blood-lust in the field. But the camp and battle-field make certain demands and bring to the surface those reserves of ingenuity, power, nervous strength, and nervous coordination which have enabled the race to endure in the struggle for life. The social instincts are developed; the *Wanderlust* hidden in us all is revived; the spirit of adventure—"a very general name for the release of pressure and the outpouring of complex tendencies"—is stirred to its utmost depth. After his return to civilization, the soldier begins to feel that life is cramped and small. This is why he is a "misfit." "To go from the trenches to an office desk, from the seat of a lorry bumping along shell-swept roads to a factory, to be chained to a machine instead of to a squad of seven other human beings—it is not by any means easy." Who is to be blamed—the soldier or society? And are we to agree that it all comes about because war leaves the soldier "infinitely poorer morally"? Says Dr. Eaton:

"William James proposes a 'moral equivalent for war' because he believes that all the energies which war releases could be diverted and conserved and made to do work for the good of mankind, just as the physical energy of heat can be transformed into its mechanical equivalent of work. 'Modern war is so expensive,' says James, 'that we feel trade to be a better avenue to plunder; but modern man inherits all the innate pugnacity and all the love of glory of his ancestors. Showing war's irrationality and horrors is of no effect upon him. The horrors make the fascination. War is the *strong* life; it is life *in extremis;* war-taxes are the only ones men never hesitate to pay, as the budgets of all nations show us.'

"If war shows us that there are vast reservoirs of human energy which civilization does not tap, the unrest of the returned soldier proves another thing. Civilization cuts off and balks some of the most important human tendencies to action. The soldier's inability to fit into society is due in some sense to the failure of society to fit original human nature. . . . . .

"The deadening effect of machine processes upon the life of the worker has formed one of the most important chapters in modern social thought. In the factory there is little scope for creation or invention. The spirit of adventure, the desire for change and novelty, make poor, not good, workers. Industry does not let out any of that spontaneous flood of energy. But suppressions turn into perversions, and the spirit of adventure finds its realization in schemes of sabotage, in visions of violence and revolution. The unrest of the laborer in the coal-fields and steel-mills is of the same genus as the unrest of the returned soldier. They are both signs of revolt against a civilization which pinches human nature. . . . . .

"Mr. Procter cites the prevalence of strikes and labor troubles as proof of the fleeting nature of the fraternity which appeared in the war. What opportunity had this spirit to endure with the great individualistic machine of civilization waiting to swallow up the soldier? With the stay-at-homes doing their best to force the soldier back into the old unsocial tracks of competition, class struggle, mutual fear, and distrust—and calling him morally degenerated when he refused to stay where he was put—how could the *camaraderie* of the war hold up?

"No. The returned soldier is not as good as he was for the purposes of modern society. But that is not because he has become a brute. He has not fallen away from human standards. Some of the blame rests with society. If war is inhuman, so is industry. And if, as Mr. Procter says, the real effect of war is that 'it cheapens life,' so do modern business and the modern factory cheapen life. It is too often not life, but the material means to life, which society values.

"Let us not say that war is good. And, on the other hand, let us not say that the civilization to which the soldier has come back is without stain. To be thrown out of adjustment to a very imperfect society is not to become a moral degenerate. Even if the returned soldier is a social misfit, perhaps there is still a place for him in heaven."

A less charitable view of the moral status of the returned soldier is attributed to certain pacifists, who see in the military-naval establishment a school for crime and assert their belief that the "crime wave" permeating the country is chiefly a by-product of the world-war. In contradiction of this convenient hypothesis, however, it is pointed out that its advocates have no figures to support it, and *The Army and Navy Register* (Washington) suggests that they are animated more by a desire to prove their point than to learn the truth. As a matter of fact, these "smug" theorists "are not hampered by such troublesome details as quotation from the records." The service weekly adds:

"They overlooked the fact that it might be possible to acquire information not generally accessible which had a direct bearing on the situation, and this has been done by Col. Edward Munson, of the General Staff of the Army, whose compilation of

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figures, derived from various sources, shows that, while men in the military-naval service of this country constituted about one-twentieth of the population, ex-service men, who may be fairly identified as such, are responsible for only one-fortieth of the crime which has brought men to court in the last six months. This percentage, moreover, includes those criminals who claim to have rendered service and who, it is known in some cases, were not in the service at all. They are fakers in that respect, as they are criminals in another, without that circumstance exciting much wonder. . . . . .

"There is, certainly, nothing in the instruction the recruit receives and nothing which he hears during the rest of his career in the military-naval establishment which should or could induce him to be less of an upright, straightforward, law-abiding citizen than he was before he went into the service. It is easier to think that criminals are such in spite of the fact they have been taught otherwise and in defiance of what they see and hear while performing the duties of a soldier, sailor, or marine. To assert to the contrary is the height of folly. It is something much more than that when such a claim is made the basis of attack upon the means and justification of national defense."

ISLAM'S ADVANCE IN AFRICA

SO SWIFT WAS THE ADVANCE of Mohammedanism during the first century after the Hegira, and so irresistible was the onset of the Moslem warriors, that the faith of the Prophet seemed at one time to be on the point of supplanting Christianity as the religion of Europe. For centuries now the political power of Mohammedanism has been declining and its religious ardor has apparently been dulled. But recent years, which have seen the collapse of the greatest Mohammedan state, have also, curiously enough, witnessed a revival of Moslem missionary effort. Christian missionaries report that while their progress is slow, Islam is advancing with rapid strides on the "Dark Continent." Only about 9 per cent. of Africa's 150,000,000 people are reached by Christian missions, according to a recent survey of the Interchurch World Movement. In central Africa the influence of evangelical missions is very slight, and it is here that 40,000,000 Mohammedans are said to be sweeping southward upon the pagans like a mighty army. In north Africa, where Mohammedanism is strongly entrenched, Islam is actively hostile to Christianity and forms a serious barrier to the latter's progress. North of latitude 20, 90 per cent. of the people live according to the moral standards of Arabia in the seventh century. Elsewhere whole tribes have been converted during the last few decades, and it would seem from all reports that tho the white man may gain Africa commercially he may lose it to Islam. How, then, are the Christian Churches meeting the problem of Africa? As we read in *The Presbyterian of the South* (Richmond):

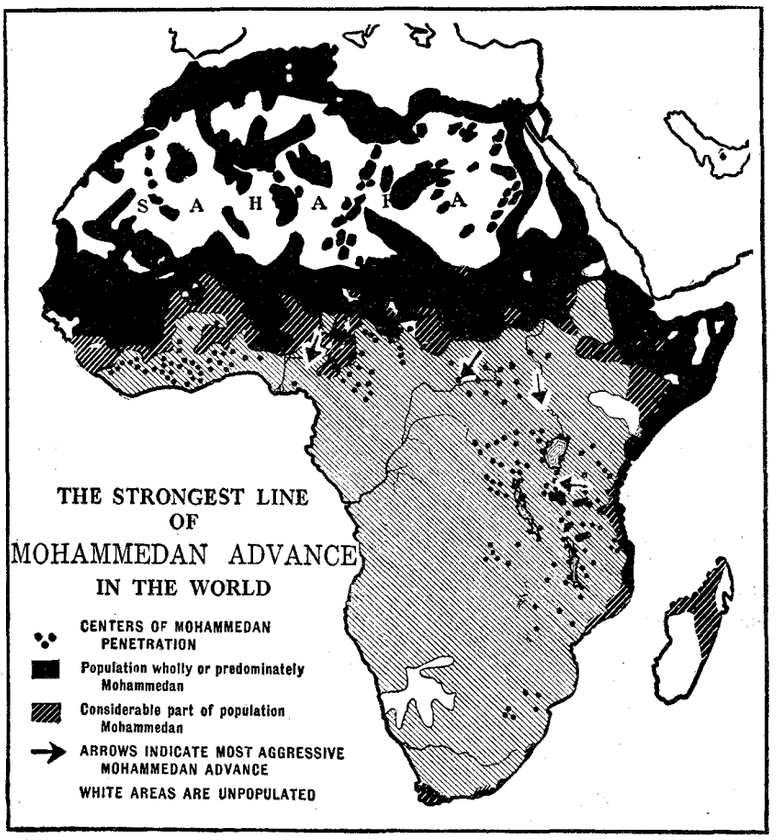
"Mohammedanism is the most aggressive missionary force at work in Africa to-day. The vast hordes of Moslems of the north are sweeping southward with rapid strides, reaching many of the natives with their false religion. It is far easier to win heathen to Christ than to win those who have become the followers of Mohammed. . . . . .

"Africa will be Mohammedan in the next few years unless the Church of Jesus Christ shall get there first, and we can if we will.

"To-day Africa is standing with outstretched arms, literally, actually begging. To-morrow those eager, waiting arms begging us to come will be the hating, opposing Mohammedan arms. Shall we take Africa now for the asking, or shall we fight for it to-morrow? We shall have to answer that."

HOW THE HUNGRY CHILDREN ARE BEING FED

"GOD BLESS YOUR LABOR AND LOVE for the little children of stricken Europe," exclaimed Senator Medill McCormick, of Illinois, when he told an audience in New York on April 15, how the Child-Feeding Fund of $33,000,000 is salvaging little children from the want and disease which have almost turned Central Europe into the "graveyard of hope." The message he brings will convince our many readers who gave to this fund that their money is being well spent. In all the weary countries he visited, where "bitter memory conspires with hunger to hold back the promise of the present," he was struck with the fact that it is the children who hold forth the promise of the future. And they do so, they are able to do so, said Senator McCormick, according to press


S A H A R A
THE STRONGEST LINE OF MOHAMMEDAN ADVANCE IN THE WORLD
CENTERS OF MOHAMMEDAN PENETRATION
Population wholly or predominately Mohammedan
Considerable part of population Mohammedan
ARROWS INDICATE MOST AGGRESSIVE MOHAMMEDAN ADVANCE
WHITE AREAS ARE UNPOPULATED

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THE MOHAMMEDAN DRIVE FOR THE "DARK CONTINENT."

reports, "only because America upholds their little hands." In Vienna, in Budapest, in Warsaw, and in Berlin, thousands of children whose stunted bodies were almost naked to the cold and whose wan, emaciated faces showed the pinch of starvation, crowded about the "Uncle from America" to show him their gratitude. "We were touched, all of us, old friends and old enemies alike, by the spirit of the Prince of Peace," said the Illinois Senator. In his tour of Europe Senator McCormick found want to be general, but it is not until the traveler reaches Vienna that he truly senses the real, the full misery born of the war. "There was Want, there was Disease, there was Hunger, but of all the specters that walked the streets of Vienna, the one which haunted me without surcease, which, after I left, followed me through Europe, was gray, gaunt, silent, uncomplaining, bitter Despair. Vienna is a hungry city," and—

"As one American has said, Austria has been condemned to be a perpetual poor-house. In that poor-house to which the Austrians are condemned, children would be starving but for the bounty of America, which daily brings food and drink to half a

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million of them in all Austria, and to 150,000 of them in Vienna. Happily, they no longer look so ill, those little children. The American agents of our relief told us that their whole aspect had changed since the relief work had begun; but they were little, shrunken, as it were, undersized, dwarfed by their long hunger. There were children of eight and nine no taller than mine of five, and of twelve and thirteen who would stand shoulder to shoulder and head to head with my little girl of eight. When they heard that we were Americans, newly come from America, they came clustering about us, taking our hands in their little ones, clinging to us, clasping us in their little arms, or shyly holding up to us to taste the food and the drink which America had given them. You do not wonder that there were tears in my eyes and that I could not speak to answer the children or the ladies who cared for them.

"I am proud of the valor of our armies in the field, but that day as I stood in Vienna, speechless and with tear-filled eyes, I was no less proud to think that young men who had served with America's victorious armies were there in that stricken capital engaged in the service of mercy and peace. . . . . .

"When I entered stricken Central Europe and realized that my journey would not carry me beyond its borders before Christmas, I resolved that I should have with me on Christmas day some of those little guests, unseen by you, for whom places would be set at your Christmas table and mine, beside those of your children, and by the places of my own children.

"I can not speak now of that Christmas night without a tightening of the throat. We, the elders, sat along the side of a great hall, while in its midst there sat scores and hundreds of children, listening to the recitation of pieces or watching a group of their little fellows playing 'Hansel and Gretel,' while now and then they eyed the sweetmeats set out upon the tables. It was not until the end that we spoke with them, when Frau Weyl and her friends insistently drew forward the 'Uncle from America.' You will not marvel that again in the presence of the little ones I was voiceless. We found before we left that two-thirds or more of all that company of workmen's children had no underclothing, that under their jackets there was nothing to keep warm their little bodies."

"BOYCOTTING" THE MINISTRY

MIXING BUSINESS WITH HOLY ORDERS is causing a serious let-down in standards of high devotion, industry, self-sacrifice, and efficiency among the ministry, said Bishop William Lawrence recently in his annual address to the Massachusetts Diocesan Convention of the Episcopal Church. Bishop Lawrence deplored the fact that more and more clergymen are taking up outside work to eke out their living, and suggested that they give up these activities or leave the pulpit altogether, because when a man attempts to combine the two he is "claiming the privileges of both the business man and of the clergyman." But what else are ministers to do if they are to save themselves from absolute poverty and if the pulpit is not to be abandoned altogether? In spite of numerous campaigns and appeals in their behalf, the question is as pertinent as ever. How serious the situation has become is evidenced by the Rev. E. Guy Talbott, who writes in *The Christian Work* (Undenominational) that the largest denomination in the United States to-day has one-fourth of all its pulpits manned by "supplies"—men who are not regular ministers. Another denomination, he reports, has 2,000 pulpits vacant; a third had more than 3,300 of its churches without pastoral care last year, and in still another there are 1,000 fewer ministers to-day than in 1914. In one denomination the number of "supply preachers" last year was 1,500 above the number in use ten years ago. A principal reason for the lack in the pulpit, says Mr. Talbott, is the lack of graduates from the theological seminaries. One denomination, he reports, needs a thousand new ministers each year to fill the gaps. In another denomination having about 1,000 ministers, less than one-half devote their full time to ministerial work. An investigation of 3,500 ministers in a third showed that only half of them had a college education, and that only one-fourth had both college and seminary training. What he terms an "economic boycott" is also largely responsible for these conditions, declares the writer. It has been especially effective the past five years. "Prices have risen from 50 to 100 per cent., yet the average salary of the minister is little larger than before the war. The average salary paid to ministers, including the rental value of the house he lives in, a few years ago was about $700; last year it was said by the Interchurch Movement to be $937. During the war the National War Labor Board fixt upon $1,700 as a minimum wage for a family of five. Later, in October, 1919, the Bureau of Statistics of the Department of Labor made another investigation and decided upon $2,262 as the minimum requirement for a family of five."

An analysis of the income-tax returns from ministers is most interesting, and sheds added light on the subject. The income return reported, says the writer in *The Christian Work*, includes total income, both salary and any money from other sources. In the report for 1918 we discover that only 1,671 ministers, or less than 1 per cent. of the 170,000 active pastors in the United States, came within the tax limit of $3,000. The following table shows the incomes of the small group of highly paid ministers:

438	ministers with total income from	$3,000 to $4,000
404	" " " " "	4,000 " 5,000
275	" " " " "	5,000 " 6,000
162	" " " " "	6,000 " 7,000
392	" " " " "	7,000 and up

According to Mr. Talbott, the minister has two chances in a hundred of receiving a salary of $3,000. "Out of every hundred ministers only one receives over $4,000, two receive $3,000 or more, seven receive $2,000 or more, sixteen receive $1,500 or more, and eighty-four receive less than $1,000, while thirteen receive less than $500." The following table shows what the young aspirant for church service may reasonably expect in the way of financial support when he becomes a minister. It is not an alluring prospect:

1	per cent. of ministers receive	$4,000 or more
1.4	" " " " "	3,000 to $4,000
4.6	" " " " "	2,000 " 3,000
9.3	" " " " "	1,500 " 2,000
32.6	" " " " "	1,000 " 1,500
38.6	" " " " "	500 " 1,000
12.7	" " " " "	500 or less

Not only are the ministers boycotted by the refusal of the church members to pay adequate salaries; they must look forward to the boycott being continued after they retire from the active ministry. No denomination, says the writer, pays an adequate pension to its retired or disabled ministers, as the following revised table of 1919 shows:

4,152	beneficiaries received less than	$100
3,658	" " from	100 to $200
2,653	" " "	200 " 300
1,370	" " "	300 " 400
427	" " "	400 " 500
103	" " "	500 " 600
37	" " "	600 " 700
8	" " "	700 " 800
5	" " "	800 " 900

These figures, we are informed, were taken from the reports of seventeen denominations. Analysis, says the writer, shows that—

"One-third of the pensioners received less than $100 a year, and three-fifths received less than $200. It seems hardly appropriate for the Church to talk much about industrial injustice when it treats its own employees in this shameful way. The preacher must live on less than half of what the Government has established as a living wage. He can not save up for old age. He must live in poverty and look forward to charity.

"This is not a picture very alluring to young men. The boycott of the church members against the ministry is having its effect. If this unchristian boycott is not soon lifted the Christian Church will lose that prestige that has been hers in the past."

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Your feet were like this

THE baby girl is born with perfect feet and hands.

She grows to womanhood. Her hands are still perfect.

Her feet? Men who are in a position to know estimate that from 65% to 85% of the women today have not only very imperfect feet but the majority have some form of foot trouble.

Why do the feet lose their perfection when the baby grows to womanhood—and needs good feet more than ever?

Shoes. There can be no other answer. It is true the human foot carries a load and is taxed daily. But Nature, in her infinite wisdom, designed the human foot to carry its load, to do its full duty in the life of every woman. Nature must have been thwarted and abused and restrained by the artificial footwear made by man.

THE nearest approach to nature, while retaining every desirable feature of style, is found in the Cantilever Shoe. It is shaped to the natural shape of the foot. The arch is flexible, like the human foot—not rigid as in ordinary shoes.

The flexibility of the Cantilever shank permits the foot muscles to have free action. This freedom makes a free, graceful step in walking. Exercise strengthens the arch muscles and all through life they never fail to hold in place the small bones forming the foot arch.

CANTILEVER heels are graceful and sensible. They promote good posture, which conduces to good health.

The wonderful Cantilever arch hugs the instep, when the shoe is laced, and affords a gentle, restful support to the foot without unnatural restraint.

Circulation is free. The foot is unrestrained in Cantilever Shoes—free! You can walk with more pleasure and less fatigue. You stand with greater patience. A new ease in shoes delights you—makes those marvelous feet of yours strong, healthy, beautiful,—and comfortable!

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Akron—11 Orpheum Arcade
Asbury Park—Best Shoe Co.
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Bridgeport—W. K. Mollan.
Brooklyn—414 Fulton St.
Buffalo—639 Main St.
Butte—Hubert Shoe Co.
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Cincinnati—The McAlpin Co.
Cleveland—Graner-Powers Co.
Colorado Springs—M. B. Rich Shoe Co.
Columbia, S. C.—Watson Shoe Co.
Columbus, Miss.—Simon Loeb's
Columbus, O.—The Union
Dallas—Leon Kahn Shoe Co.
Dayton—The Rike-Kumler Co.
Denver—A. T. Lewis & Son
Des Moines—W. L. White Shoe Co.
Detroit—T. J. Jackson, 41 E. Adams Ave.
Elizabeth—Gigl's, 1053 Elizabeth Ave.
Elmira—G. W. O'Shea
El Paso—Popular D. G. Co.
Erie—Weschler Co.
Evanston—North Shore Bootery
Fort Dodge—Schill & Habenicht
Grand Rapids—Herpolsheimer Co.
Greenville, S. C.—Pollock's
Harrisburg—Orner's Boot Shop
Hartford—86 Pratt St.
Houston—W. C. Munn Co.
Huntington, W. Va.—McMahon-Diehl Co.
Indianapolis—L. S. Ayres & Co.
Jackson, Mich.—Palmer Co.
Jacksonville—Golden's Bootery
Jersey City—Bennett's, 411 Central Ave.
Johnstown, Pa.—Zang's
Kansas City, Kan.—Nelson Shoe Co.
Kansas City, Mo.—Jones Store Co.
Knoxville—Spence Shoe Co.
Lancaster—Frey's, 3 E. King St.
Lansing—F. N. Arbaugh Co.
Lawrence, Mass.—G. H. Woodman
Lincoln—Mayer Bros. Co.
Los Angeles—505 Pantages Bldg.
Louisville—Boston Shoe Co.
Lowell—The Bon Marche
Macon—The Dannenberg Co.
McKeesport—Wm. F. Sullivan
Meridian—Winner, Klein & Co.
Milwaukee—Brouwer Shoe Co.
Minneapolis—21 Eighth St. South
Missoula—Missoula Merc. Co.
Mobile—Level Best Shoe Store
Montgomery—Campbell Shoe Co.
Morristown—G. W. Melick
Nashville—J. A. Meadors & Sons
Newark—Hahne & Co.
New Haven—153 Court St.
New Orleans—D. H. Holmes Co.
New Rochelle—Ware's
New York—22 W. 39th Street
Oklahoma City—The Boot Shop
Omaha—308 So. 18th St.
Pasadena—Morse-Heckman Co.
Philadelphia—1300 Walnut St.
Pittsburgh—The Rosenbaum Co.
Plainfield—M. C. Van Arsdale
Portland, Me.—Palmer Shoe Co.
Portland, Ore.—McIlhenny, Inc.
Poughkeepsie—Schonberger Bros.
Providence—The Boston Store
Raleigh—Walk Over Boot Shop
Reading—S. S. Schweriner
Richmond, Va.—S. Sycle, 11 W. Broad
Rochester—148 East Ave.
Rockford—D. J. Stewart & Co.
Saginaw—Goeschel-Brater Co.
St. Louis—516 Arcade Bldg. (opp. P. O.)
Salt Lake City—Walker Bros. Co.
San Diego—The Marston Co.
San Jose—Hoff & Kayser
Santa Barbara—Smith's Bootery
Savannah—Globe Shoe Co.
Schenectady—Patton & Hall
Seattle—Baxter & Baxter
Shreveport—Phelps Shoe Co.
Sioux City—The Pelletier Co.
South Bend—Ellsworth Store
Spokane—The Crescent
Springfield, Ill.—A. W. Klaholt
Springfield, Mass.—Forbes & Wallace
Stamford—L. Spelke & Son
Syracuse—136 S. Salina St.
Tacoma—Rhodes Bros.
Tampa—Glenn's, 507 Franklin St.
Terre Haute—Otto C. Hornung
Toledo—LaSalle & Koch Co.
Trenton—H. M. Vorhees & Bro.
Troy—W. H. Frear & Co.
Tulsa—Lyons' Shoe Store
Vancouver—Hudson's Bay Co.
Waco—Davis-Smith Booterie
Walla Walla—Gardner & Co.
Washington—Wm. Hahn & Co.
Wichita—Rorabaugh's
Wilkesbarre—M. F. Murray
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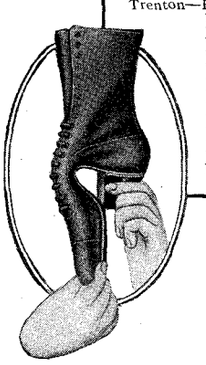
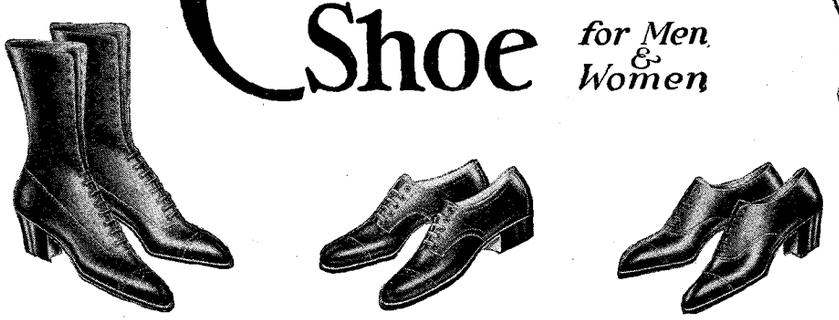
Yakima—Kohls Shoe Co.
Yonkers—Louis Klein, 22 Main St.
York—The Bon Ton
Youngstown—B. McManus Co.



Cantilever Shoe *for Men & Women*



If no dealer listed above is near you, write the Manufacturers, Morse & Burt Co., 1 Carlton Avenue, Brooklyn, N.Y., for the Cantilever Shoe Booklet and the address of a nearby dealer.

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CURRENT POETRY

Unsolicited contributions to this department can not be returned.

OTHER virtues besides those of outwitting the fleet hare belong to the tortoise. Tho he appears so lowly it was more than chance, apparently, that made him the supporter of the world. *The New Republic* gives us this:

THE TORTOISE IN ETERNITY

By Elinor Wylie

Within my house of patterned horn
I sleep in such a bed
As men may keep before they're born
And after they are dead.

Sticks and stones may break their bones,
And words may make them bleed:
There is not one of them who owns
An armor to his need.

Tougher than hide or lozenged bark,
Snow-storm and thunder-proof,
And quick with sun and thick with dark
Is this my darling roof.

Their troubled dreams of death and birth
Pulse mother-o'-pearl to black:
I bear the rainbow bubble Earth
Square on my scornful back.

THE poetic worm is turning. Even the licensed practitioners of verse find it time to protest against the easy extension of their order. This one in *The Grinnell Review* is called quite menacingly a

DECLARATION OF HOSTILITIES

By George F. Richardson

Behold that foolish time
When our poets sang in rime,
Or if not in rime, at least in singing rhythm,
We thought good the tum-te-tum
Of their regulation strum,
For generally when they sang, we sang with 'em.

They waltzed it and they dirged it,
They minced it and they splurged it,
And, publicly, in rimes they seemed to revel.
They marched and minuetted,
They perked and pirouetted,
But, privately, they labored like the devil.

But now,
Forsooth! Gadzooks! God wot!
We've found a way much better,
Since singing is so difficult—
Rimes and rhythms balk the poet
Yearning with great yearns
To voice
The infinite depths of deepness—
And finding rimes
Is silly
And mostly a matter
Of thumbing a dictionary.
We don't sing if we don't feel like it, but just chant, or talk, or holler,
And here and there dab in
An image of polyphonous
Or polycacophonous
Color—
Moon-shot amethyst, cobalt-dappled tourmalin, sea-gray crêpe de Chine.
Subject matter
Doesn't matter.
Everybody his own poet.
Dost perceive a likeness betwixt a sled-runner and a rainbow? Go to it! There is thy poem!
Every one with his own barbaric yawp,
Or twitter,
Syncopating through many pages,
Pursuing ideas,
Or ghosts of ideas,
Or ghosts of ghosts of ideas, or memories of the same,
Planning aimlessly
Patternless patterns,
And generally doing *all* the chanting, or talking, or hollering,
As, for instance:

THE GLOWWORM

A little pale-green moon
Dawning over a pale-green sea.
O, how soon, my little moon,
You will have sat!
Mine eyes weep waterish tears for you,
Little moon.
My heart weeps achromatic blood for you,
My pen weeps ink of pale lavender,
My cerebellum weeps pale-pink piffle!

THERE is still magic in the rhythms of Scott, as this contributor to the London *Spectator* proves. Perhaps much free verse makes us greet an old friend as tho in the spirit of a new one.

WILD SWANS

By Will H. Ogilvie

There is seldom a footfall beside our dark water
That hill shadows bathe in and bulrushes shroud;
No playmates are here for this lonely king's daughter
Save the wailing gray gull or the wandering cloud.

But this morning, where roselight and opal lay blended,
With musical clangor and wide-spread of wings,
A flight of white swans on the dawn-wind descended
And breasted the loch into rose-colored rings.

What quest do they follow? Where tends their long journey?
Will they fade with the sunset, melt out with the moon?
Are they knights with those white plumes a-toss for a tourney,
Called South to the lists in some distant lagoon?

Are they elves of the moorland, heath-folk or hill-fairies
That ride through the night-wrack to rest with the morn?
Have they brought us from somber Loch Skene or St. Mary's
Some magic of Yarrow wing-wafted and borne?

As I watch them at ease I can think of them only,
Dim wraiths through the tears that the dawn mist distils,
As exiles returned by long sky-ways and lonely:
The Souls of dead hill-men come home to their hills.

SIR WILLIAM ORPEN, the Irish painter, has written his impressions of the war and speaks of the members of the Peace Conference as assuming that they and not the army won the war. Lloyd George is quoted as saying at Chequers Court, the new country home of England's Prime Ministers, that "In this room the war was won." The New York *Evening Post* finds a man to say in verse what Orpen says in prose:

WHERE THE WAR WAS WON

By Hamilton Fish Armstrong

Not in the cold and silence of the wasted fields
Skirting the shallows of the Oise and Aisne—
Not on the endless stinging sands of Palestine,
Where wind and earth throw back the sun again—

Not in the slough of mud, the feverish filth and slime
About the docks of sprawling Salonique,
Or where the Macedonian terraces of stone
Rise tier on tier, mo otonously bleak—

Not on the unmarked surges over Jutland Bank,
Where evening mists drew down a veil of death—
Not where the sails of old flat-bottomed Tigris scows
Stir with the tired night's first fetid breath—

Not in the passion of assault—the blinding glare—
The crash—the silence—not in the noisy wards—
Not here and there in quiet corners of the land
Whence came the men who drew their fathers' swords—

But here, gentlemen of the press, with easy chairs
Marking the line, with smoke from good cigars
Drifting above the carnage of a long dispute,
Here surged the fight that won the war of wars.

"Here, from this very chair (was it not here I sat?)
Was launched the blow that knocked the Germans flat."

SOME lines in *The Nation and Athenæum* (London) seem to call for an accompanying melody. Perhaps some one will try it?

A SONG

By Margaret Sackville

Shall you return again?
Yes, some time,
In hawthorn, summer rain,
Or a new rime;
Roofs green with weather-stain,
And bells a-chime;
A latticed window-pane,
Where roses climb.

How shall we know it's you?
By this and this;
White sand, the gentian's blue,
A song, a kiss.
One ever born anew,
How many you miss,
Who lives the whole year through
In all that is!

THIS Irish poet has in the London *Mercury* a vivid vision of first things:

FIRST SUNSET AND STAR-RISE

By Alfred Perceval Graves

When Adam's eyes, childwise
Through the leaves of Paradise
First saw the sun sink
In glory over earth's brink,
Mute amaze awed his gaze;
But as anon he walked the dew,
More solemn still his wonder grew,
When Night in hers his hand drew
And, leaning over Heaven's black bars,
Looked at him with all her stars.

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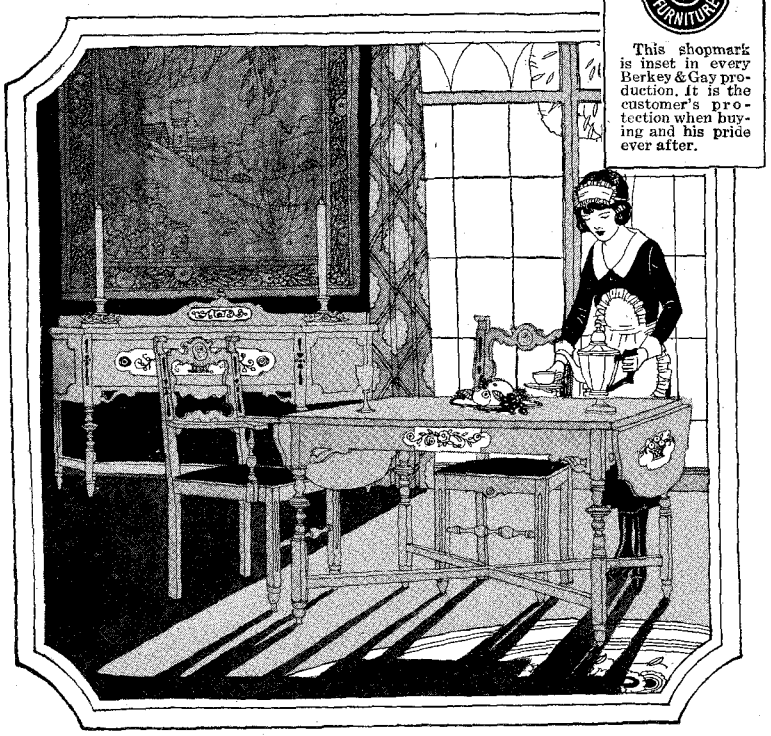

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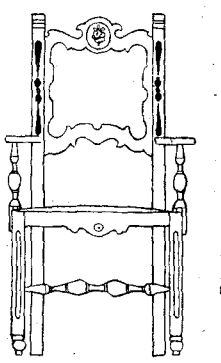

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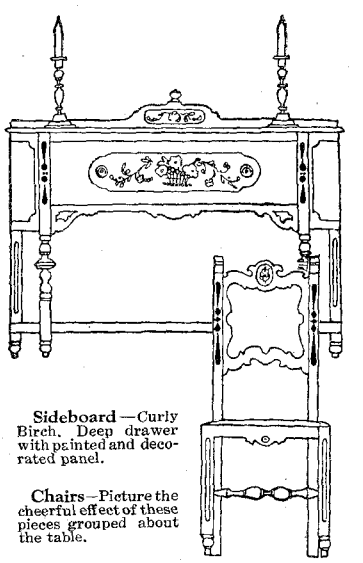

Sideboard—Curly Birch. Deep drawer with painted and decorated panel.

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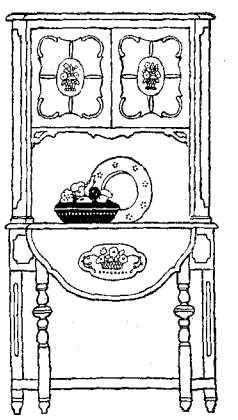

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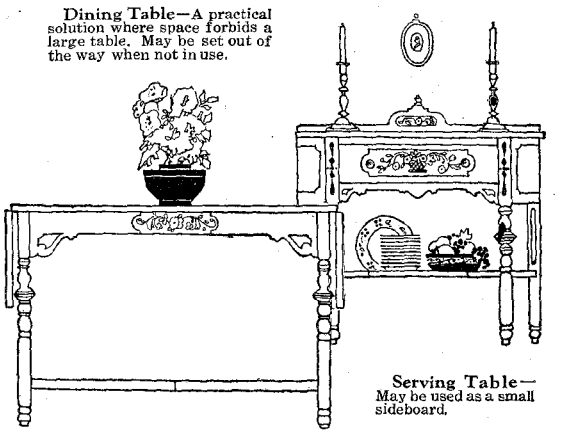

Serving Table—May be used as a small sideboard.

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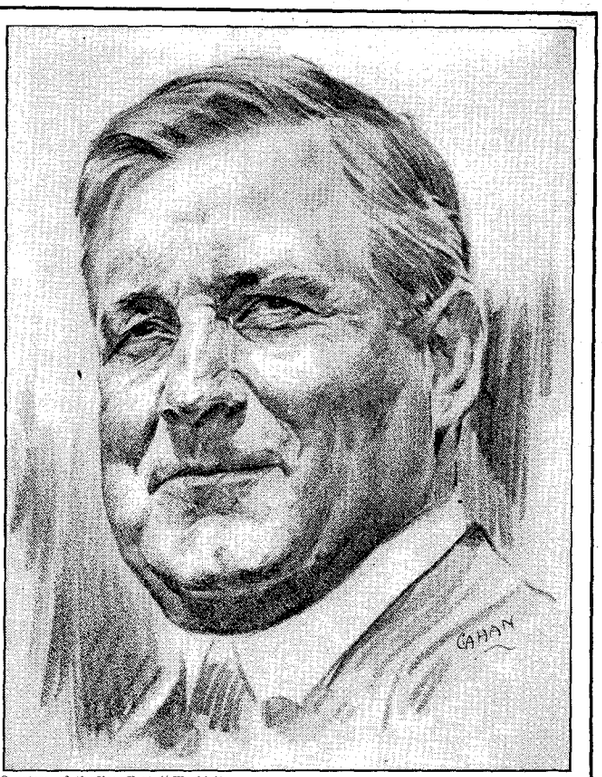
PERSONAL · GLIMPSES

MAKING THE IMMIGRANT UNWELCOME

FOUR-FIFTHS OF ALL IMMIGRANTS who come to America pass through a small, overcrowded island that lies in the shadow of the Statue of Liberty in New York Harbor. Commissioner Frederick Wallis, in charge of the island, has recently, both in talks before various organizations throughout the East and through newspaper interviews, called attention to the fact that America is to some extent poisoning its stream of incoming citizens through the "deplorable conditions" which are to be found there. Welfare-workers from various organizations have amplified the Commissioner's charges of "filth, inefficiency, and red tape." All this difficulty and misery are made harder to bear, says the Commissioner, "because we have managed to pass laws bearing no relationship to our needs, such as the literacy test, and then, to make matters still worse, their application is made as inhumane and cruel as it is possible to imagine." The "indigestion" from which America has been suffering because of "unassorted and unassimilated immigration" will not be cured, we are told, until we cease to regard immigration as a mass and look upon it "as a million individuals each of whom is a human being with the right to human treatment and sympathetic understanding. Our present immigration system is simply criminal."



Courtesy of the New York "World."

"WE NEGLECT THE IMMIGRANT AT OUR PERIL."

If we are going to admit strangers from overseas, argues F. A. Wallis, New York's Commissioner of Immigration, we should see to it that they do not menace our health, morals, and prosperity.

In a report widely circulated by the Newspaper Enterprise Association, E. M. Thierry amplifies the Commissioner's charges to this effect:

Go down to Ellis Island! You will find:

Immigrants herded like cattle in the ill-ventilated, fetid detention-room.

No separate quarters provided for mothers with babes in arms.

Vermin on the walls and floors of detention-room and in dormitories.

Immigrants forced to sleep indiscriminately two in a bed or on the floors.

Only 1,100 beds, tho the overnight population averages from 2,000 to 3,000 and often is as high as 4,500.

No mattresses for beds—only blankets spread over strips of steel; bunks built in tiers, three high.

Only six bath-tubs for use of all the women and small children.

No bath-tubs for men; thousands forced to use sixteen shower-baths.

Lavatories so inadequate that they are a menace to health.

Many wash-basins on upper floors without a water-supply.

Only two pumps, with low water-pressure, inadequate against fire.

Many immigrants forced to wait weeks because affidavits and even money sent by relatives had been lost.

There are only forty medical inspectors on Ellis Island, according to an interview given by Dr. Copeland, New York Commissioner of Health, who declares that conditions there are "a menace to the country." He goes on:

"The greatest number of immigrants that any one inspector ought to examine in one day is twenty. If he is forced to examine more, it means a grave injustice to the immigrant, public health, and the Government itself. Yet these forty inspectors are called upon to examine 4,000 immigrants a day, or 100 immigrants each.

"Some time ago, when I addrest about 3,000 immigrants on the island, I saw filthy blankets in the corner, piled almost to the ceiling. I asked what they were for, and Commissioner Wallis told me that 1,000 immigrants had slept on those blankets on the floor the night before.

"'They had to sleep so because of inadequate bed facilities and because of the vermin everywhere,' he told me.

"In addition to local blame, the responsibility rests upon the shoulders of officials at Washington.

"Only last week on one day there were 15,000 immigrants waiting on ships in New York Harbor to be received into this country."

Commissioner Wallis, speaking before an audience of Rochester men interested in the Americanization movement, said that some reforms are physically impossible, for the island is too small. Red tape and the lack of necessary funds by Congress have made him practically helpless, he said. A side-light on his character and general attitude toward his work is furnished by an incident related by one of his friends. Late one night, in accordance with his policy of appearing unexpectedly and getting his information about the working of the various departments at first hand, he visited the dormitories. He found that nearly a thousand of the immigrants, including women and children, had not so much as a blanket to keep away the cold. At the same time he learned there were some thousands of surplus Army blankets stored a quarter of a mile away across the harbor, at Governors Island. In order to get those blankets from Governors Island to Ellis Island, the Commissioner made a special trip to Washington the next morning, spent some time in earnest argument with Secretary of War Baker, and finally succeeded so well in unraveling governmental red tape that before sunset of that day the War Department's surplus blankets were in a position to make life a little more endurable for some hundreds of future Americans.

Once we have cleaned up the channel by which immigration reaches this country, the Commissioner argues that we should take up the literacy test. He is quoted by the New York *World:*

"What we need in America are men and women strong in body and sound in mind; people who will come here to do the work which has to be done and which nobody else can do. These particular characteristics have nothing to do with a person's

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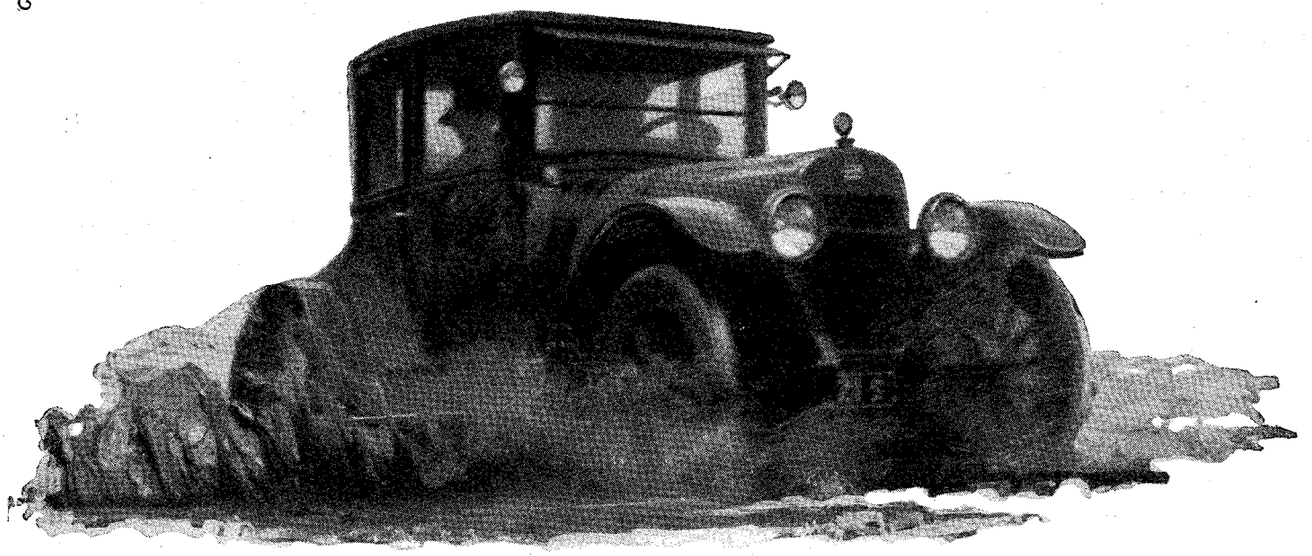
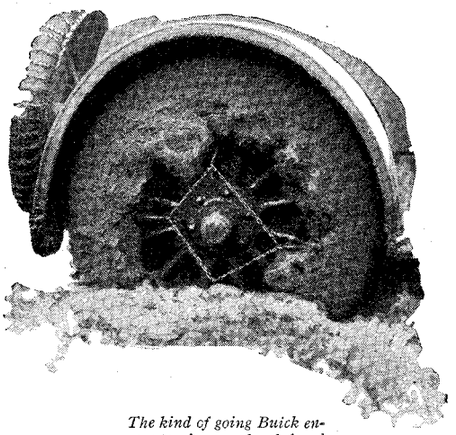
Emblem of Satisfaction

BUICK

Emblem of Satisfaction



Beating the Southern Pacific's Fastest Limited



The kind of going Buick encountered may be deduced from this picture of a rear wheel of the Buick at one stage of the trip

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But Buick clipped 44 minutes off the best time ever made by this train.

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ability to read—in fact, there are many instances in which the literacy test excludes the desirable elements and allows the undesirable to enter. Criminals and lawbreakers of differing degrees are usually more than able to read; they are often extremely well educated, and yet we welcome them to America; whereas the poor peasant, who had no opportunity to attend school because he had to work, whose body is healthy and whose mind is open to new ideas, is excluded."

"But doesn't the literacy test actually keep out a number of undesirable elements?" the *World* interviewer asked.

"Oh, yes, of course, it does," replied the Commissioner. "But so would a law requiring that all immigrants admitted to this country have a size 16 collar-band. A great many undesirables would be kept out by any fool kind of a test. The great question is, how many of the desirable elements would be able to enter. Our problem here is to get the people we want; there is a need we must supply.

"But it is not the stupidity of the literacy test alone which is to be condemned. It is its inhumanity. Here we sit in America and we say: 'We need you people of Europe; come along, that we may select those from among you whom we want. The rest we will send back.' So the people sell their property, they mortgage their homes, they close their stores, and they get the money to come. Only at the door to America do we begin to examine them, and if they do not happen to answer the demands of some arbitrary law we say to them: 'You can go back; we don't want you.'

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FUTURE AMERICANS "PUTTING UP" WITH UNCLE SAM.

Over a thousand immigrants were recently forced to sleep on blankets spread on the floors in overcrowded Ellis Island. Our treatment of the immigrant is "criminal," declare several investigators, and Commissioner Wallis agrees with them.

"We are not concerned whether those we deport have anything to which they can return. We do not ask them where they will go. We do not want them, and we throw them out like old furniture. Hundreds and hundreds of people have returned to Europe to face utter destitution; hundreds and hundreds of families have been divided by us; children separated from their parents, husbands from their wives, and all this human suffering because we act like machines and not like plain human beings.

"I have had several such cases recently. There were three sisters who came here from Italy; they were healthy, strong, intelligent, and two of them passed the literacy test. The youngest failed; she could neither read nor write. Upon investigation I found that she had kept house for the two girls while they went to school, so she never even had the chance to learn the elements of reading and writing. Our law admitted the two sisters and excluded the youngest. Another case was that of a family consisting of parents and two children. They were Czecho-Slovaks, farmers, healthy, and anxious to go out to the Middle West to settle on a farm. What more desirable for America? But the father of the family could not read. At first he thought of letting his wife enter alone with the two children, so as to return to the old country to learn to write his name. But this was more than he could do. So the little family went back to begin all over again.

"Without money, nothing to which to return, this man's words to the inspector were: 'I'll go back and learn and come here again.' And yet we permit forgers of checks to enter because they can write."

We don't need restriction of immigration, in the Commissioner's view, so much as we need proper distribution of the new arrivals. He produced a batch of letters, and explained:

"Here is Peoria, Ill., begging for unskilled immigrant labor at $8 per day; Columbus, Ohio, is willing to pay $8.50 per day for unskilled workers; the president of the Chicago, Milwaukee & St. Paul Railroad begs me for immigrant labor. On the other hand, Detroit has sent an appeal to prevent any more immigrants from going there; Akron, Ohio, has a surplus of its own workers. Here is a letter from Dakota stating that unless farm help can be obtained in sufficient numbers the acreage under cultivation in 1921 will be only 60 per cent. of the amount cultivated last year. Here is Wisconsin anxious to sell 7,000,000 acres.

"No, we don't need to restrict immigration, but what we ought to do is to distribute intelligently those people who arrive, that they may reach localities where their labor is needed and will be appreciated. This talk that America has reached the saturation-point is nonsense. In Asia there are 50 people to the square mile; in Europe an average of 120 people; Belgium has 673 people to each square mile, and North America has 26 people to the square mile. That general figure is still considerable, but in the States of Oregon, Arizona, and Texas the number varies from 2 to 15 people per square mile, and we talk about the saturation-point and the need of restricting immigration! Why, there are sections of China in which the square mile holds 3,000 people.

"The trouble with our immigration policy is that it is unintelligent. For example, were a line to be drawn from the northern section of Minnesota to the southern section of Illinois, thus separating about one-fifth of the country, we find that 80 per cent. of the total immigration settles in that section, only 17 per cent. reaches the West, and 3 per cent. goes down South. It is only natural that there is a lack of work and overcrowding in that one-fifth which holds most of the immigrants. But is there any reason why immigrants should be prevented from entering this country if they could be intelligently distributed over the remaining area, where their industry would enrich the locality?"

"But there is also the question of Americanization," the interviewer interposed. "How can great masses of aliens become properly assimilated?"

"Another of those overworked words that mean nothing," was the Commissioner's emphatic reply. "What does Americanization mean? Something that is crammed down people's throats? Nobody was ever taught anything that way.

"Assimilation of the immigrant would be a simple matter if immigration were distributed. Take a piece of rock-candy and immerse it in water; it will take a long time to melt. But break up that lump and it will melt quickly and without trouble. That is my idea of Americanization. Distribute the immigrants; give them good wages and good homes; give their children good schools; treat them well, and they will become good Americans.

"But what happens at the present time? The immigrant always follows in the wake of his countrymen. He settles into masses, indigestible, with almost no chance for American influences—even for knowledge of America—to touch him. He increases food-prices, he raises the tax on courts and public institutions, he increases rents, spreads disease, and lowers the wage-rate. But if immigration were evenly distributed, with the immigrant living where his labor is needed, most of these evils would be eliminated automatically and most of the immigration problem would simply disappear."

Mrs. Helen Bastedo, "representing fifteen welfare organizations," according to the Newspaper Enterprise Association, has lately made an investigation of conditions on the island. She makes two immediate recommendations:

"Installation of a State inspector and a Department of Labor official at Ellis Island, the one to supervise passports, the other to act as an immediate court of appeals from decisions of boards of inquiry. Cooperation between immigration officials abroad and American consuls to select the proper kind of immigrants and to ban at the start all who are obviously disqualified to enter the United States."

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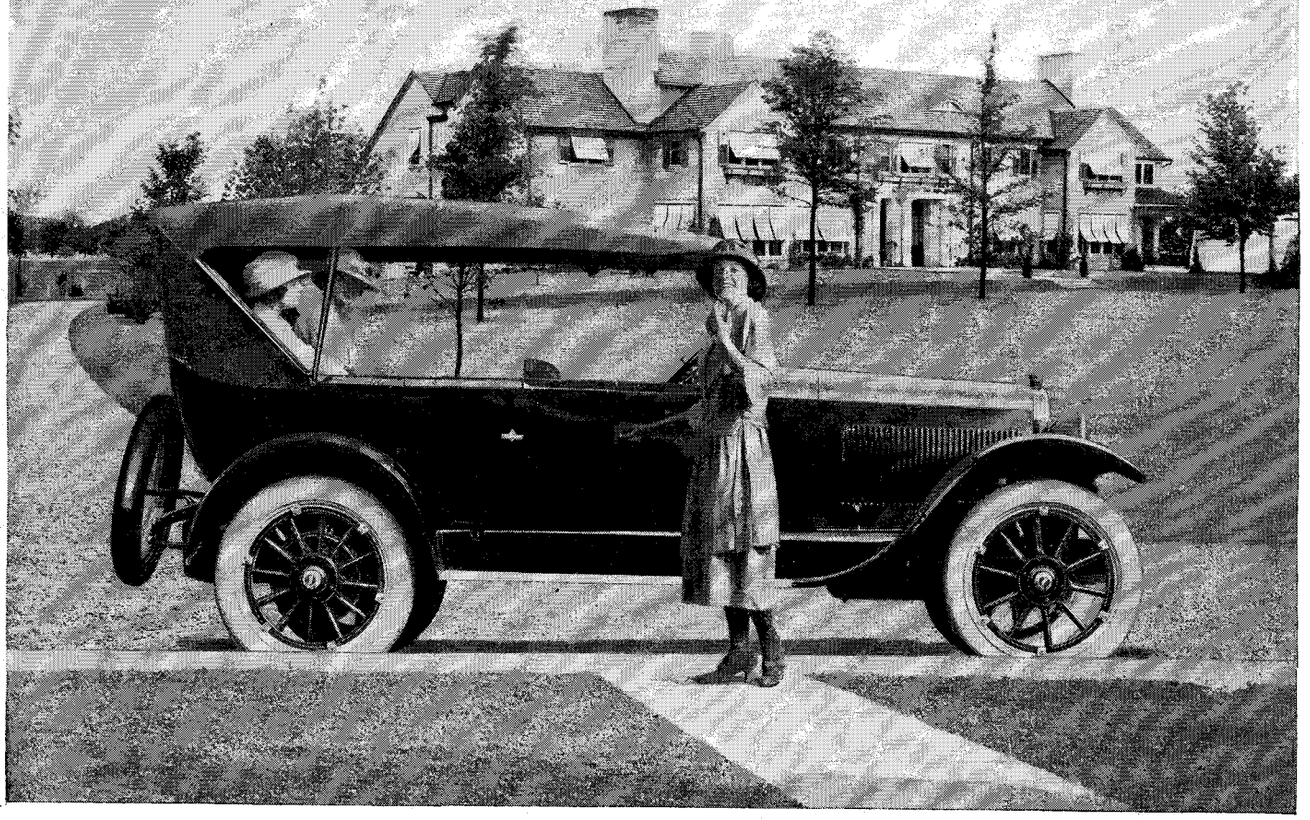

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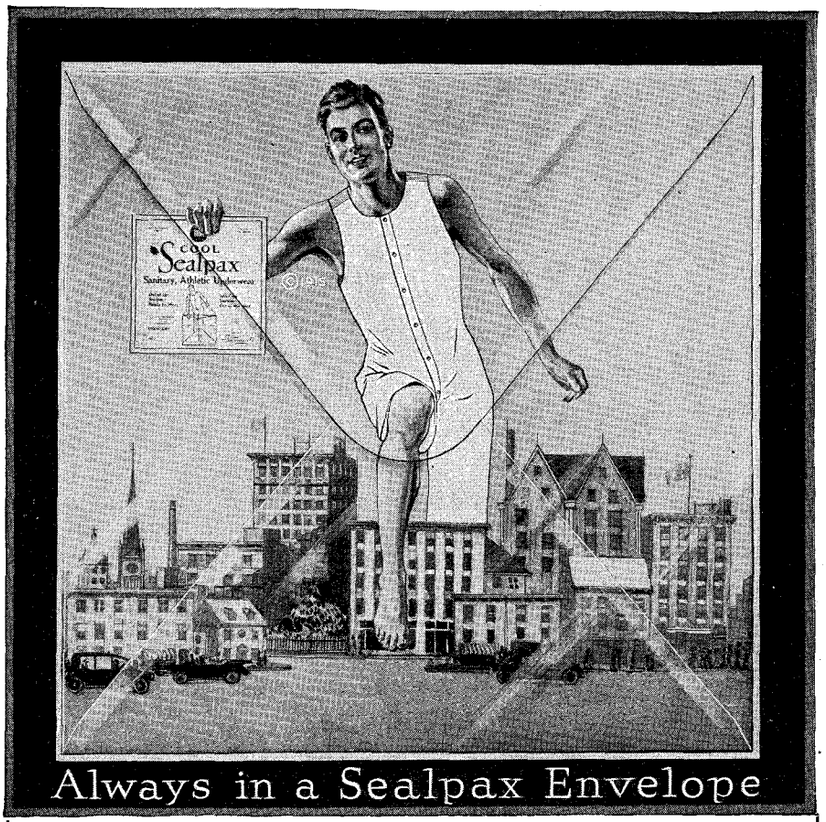

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The Coolest Men in Town

—wear Sealpax. When it's 88 in the shade, it feels like 68 in Sealpax Athletic Underwear. The light, airy, nainsook fabric is so free-and-easy you hardly know you have it on. And the athletic cut is so perfect there's no chafe—no irritation.

Cool and comfortable—that's Sealpax. And clean, because it's *packed in individual Sealpax Envelopes* that deliver the garments to you as crisp and fresh as the day they were made and laundered. Ask your dealer to show you Sealpax—it's best, yet costs less. He has it or can get it for you. If your dealer can't supply you, write us. Send for "The Sealpax Family" Booklet, describing the entire Sealpax line. Address Dept. X-1.

THE SEALPAX COMPANY, BALTIMORE, MD.

P. S.—Your dealer also carries Lady Sealpax, the new, dainty athletic underwear for women, also "Little Brother and Little Sister" Sealpax, the new athletic underwear joy for children.

Sealpax *for Women*

Sealpax *for Children*

PERSONAL GLIMPSES
Continued

THE ORIGINAL MOVIE MAN AND HIS FIRST "SHOW"

MOST of the important people in the movies have their press-agents, but the man who invented them has nothing of the sort. "And it's a safe bet," writes Homer Croy, one of the best known of movie chroniclers, "that the movie fans never heard of him." Almost any day he may be seen walking down Pennsylvania Avenue, Washington, and yet nobody knows him. Mr. Croy goes on in the New York *Tribune:*

All the attention people pay to him is to push him out of the way. He goes jostling on down the street, but if some movie queen comes along she blocks traffic. Thus life runs away.

Ten million people a day go to the movies in the United States, but how many of them know who made the first movie? The Noes have it. The man who made the first motion-picture, as we know it to-day, is C. Francis Jenkins. Many girls who have not been "in pictures" a month are better known. C. Francis is too much given to hiding his light under a bushel. If any motion-picture actress endeavors to hide her light under any kind of protection her address at present is unknown. Instead, she crawls up on top of the measure and calls for the spotlight man. If he does not give it to her quick she will kick the four pecks to Kingdom Come!

C. Francis Jenkins was a clerk in the life-saving division of the Treasury Department at Washington, but he was not content with putting on his sleeve-protectors of a morning and taking them off at five minutes of five. He did not want to spend his life beating the clock of a morning and of an evening watching to see if the boss had yet gone home. He was hipped on photography, and in the back-yard of his boarding-house made many experiments. He was working with a magic-lantern, which was then considered about the furthest north of human ingenuity. Young Jenkins was seized with the extravagant idea of making pictures move by means of the lantern, and to work he set. In he called a vaudeville dancer named Annabelle, whose particular bit of entertainment was a so-called butterfly dance. Of her Jenkins made pictures. Many men in the United States and Europe had been working on the idea of "animal locomotion," as it was then called, but as glass plates had to be used the result was not any bewildering success. The heavy, cumbersome plates could not be progressed in front of a light source fast enough to make any animal look but what it was in its last mortal struggle. Then the celluloid film was announced. It was light and flexible. The inventors were off. It was a race.

The summer vacation came along after a while, as it always does, and C. Francis asked for an extra week. On ahead he sent a mysterious box by express, and then, mounting his bicycle, rode the whole distance—720 miles—to Richmond, Ind., his home. When he got there he was a hero.

To a jewelry-store run by his cousin he took the mysterious box and asked if the curtains might be drawn down for a brief bit. Business was never so brisk in Richmond that the sacrifice would be abso-

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lutely disastrous. The only electricity was a trolley-wire passing the door, and, using a pail of water as a rheostat, C. Francis made his connections. Invited in were his father and mother, the editor of the local paper, and a few others.

Not a word had the young man said of what they were to see. To them it was just another of Francis's time-killers. The room was darkened; there were a sputtering, a grinding, and a groaning of moving machinery, and out on the wall before the astonished eyes of the good citizens stept a young and more or less beautiful girl. They gasped—there was some trick to it, because there wasn't any trap-door in the wall. People was getting so slick with them shadowgraphs, anyway! Just the other night there had been a fellow down to the Opry-house who could wrap a handkerchief around his hands and make pictures of almost any animal, especially a rabbit. And he could make them move! Especially the ears.

They looked at C. Francis, but his handkerchief was in his pocket. Nor did he have his sleeves rolled up. He was not the most important part of the show, says Mr. Croy, and soon—

They no longer turned to watch C. Francis, for the girl was trying to imitate a butterfly. In her hand she held sticks and to these were fastened the draperies of her gown. Higher and higher she began to lift her skirts, while around she flapped her sticks in imitation of a butterfly that suddenly feels itself called on to dance. Higher and higher the skirts went as the contortions of the lepidopteral creature grew more perfervid.

The men lost all interest in C. Francis, while the good women turned to look at each other. What had C. Francis been doing all this time in the wicked city of Washington? That came from letting boys get away from home. But the men did not care. C. Francis could go to where Talmage said—they wanted to see the rest of that dance.

The skirts went higher—

And then two or three of the good women, nudging each other significantly, got up and marched out—thus leaving the first motion-picture show in the history of the world. The date was June 6, 1894.

Pictures had been projected on a wall before from lantern-slides, but never from a strip of intermittently moving film. The machine which projected the picture is on exhibition at the National Museum in Washington. It is the forerunner of all present-day projectors.

Nobody paid much attention to the show. It was just another of them illusion tricks. But it was sure wonderful ridin' all that 720 miles. That boy would amount to something some day. It must 'a' took a lot of grit, especially along in the evenin'.

The first time admission was charged was at Atlanta, Ga., in 1895. The show was a failure. People could not believe that you could show pictures of people moving about, and would not surrender their money on any more of them catchpennies. The term motion-picture had not been invented. There was nothing to describe what was to be seen. The project was abandoned and the young inventor came home pretty down in the mouth. Later he sold his interest in the invention for $2,500. That is all he got for the second most wonderful invention in the world. The first was printing. The total sum he got wouldn't pay Babe Twoknees's salary for a month. And, again, thus life runs away.

Suppose You Lost Your Memory

The past a blank—nothing but future to contemplate—no experience, because all that is blotted out.

Suppose your business should lose its memory. Like you, it would have to start over again or give up.

Records are the memory of a business, and those who are intrusted with records bear a heavy responsibility. If records are burned, some one is to blame.

Would it be you? Then the responsibility is yours *now*—before the fire. Your responsibility begins *before* the fire.

Allsteel Safes will protect your valuable papers. They have passed all the rigid tests of the Underwriters' Laboratories, which are more severe than an ordinary fire.

The interiors can be made up of sections suitable to the needs of any business or department. It is the duty of any executive or department head to investigate his filing systems and see what papers are not protected from fire.

The *Allsteel* line also includes Vertical Filing Cabinets, Counter Height Files, Desks and Shelving. Send for Catalog illustrating and describing the various units.

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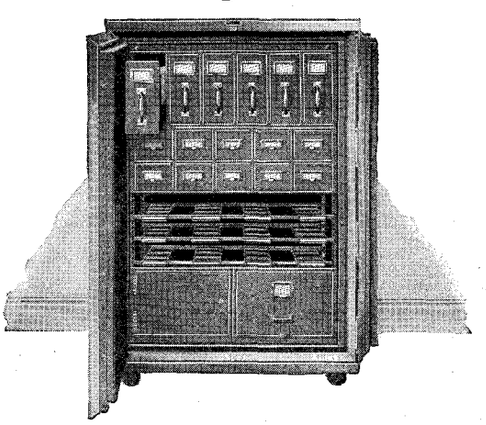

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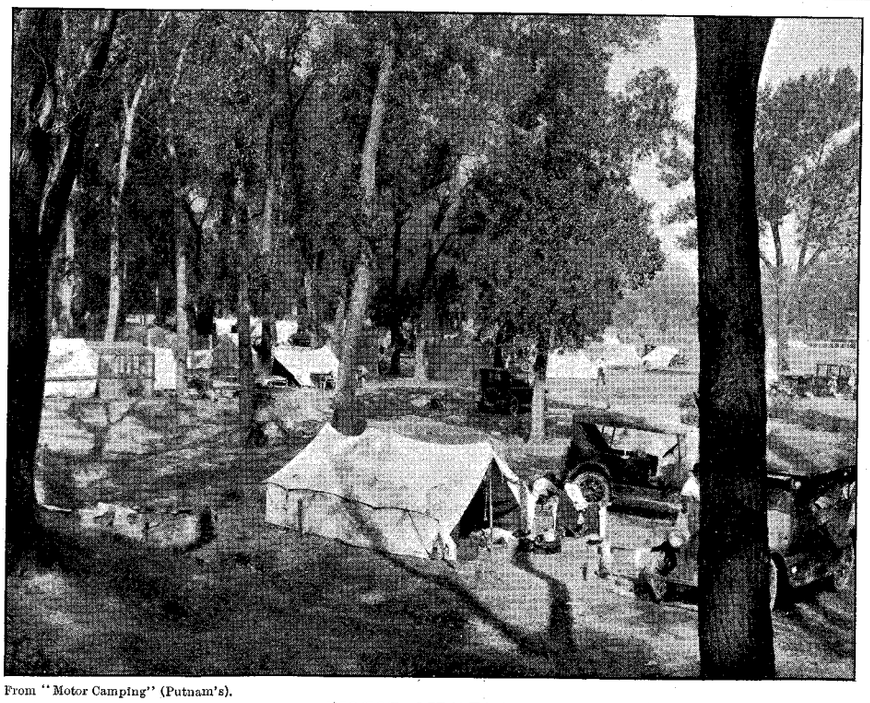
MOTORING AND AVIATION

NOMADS OF THE AUTOMOBILE

TO be "as happy as a tramp" has always signified a care-free existence that comes from companionship with the great outdoors and from wandering dreamily along the open road wherever fancy leads. Most people never had half a chance to experience it. They did not know the joy of the traveler who lingers on his path and pitches his tent by night on any spot that suits his fancy. Now, however, we are told, one need not envy the ragged vagrant or the swarthy people whose home is a moving caravan. Every one who possesses a motor can have a moving caravan of his own and for as long as he likes be a modern, care-free gipsy. How it can be done is described in detail by Elon Jessup in "The Motor - Camping Book" (G. P. Putnam's Sons). For many years Mr. Jessup answered the call of the open road. At first it was simply touring on something like a railroad schedule, in which the desire to see the scenery was swallowed up in the effort to make hotel connections before night came down on a lonely road. Hotels may be located on the open road, but they are not a part of it, says the writer, and should be left severely alone. This is what the gipsying motorist does:



From "Motor Camping" (Putnam's).

MOTOR GIPSIES INVITED

All through the West, many cities maintain camping-grounds for the special convenience of motor tourists. The Denver motor-camping park is shown above.

You take along your own hotel and set it up by the roadside wherever night overtakes you. It is the real gipsy way. The motor-car has become a gasoline caravan. Time and space are at your beck and call, your freedom is complete, and the expense need hardly be more than living at home.

In this motor-camping we are going the gipsies one better. The mileage that can be covered and the nooks and corners of the earth one can explore are practically unlimited. A cross-continent tour from the Atlantic to the Pacific has become an everyday occurrence. What matters it if night finds one in the center of an expansive desert many miles from the nearest hotel? In five minutes you set up a hotel of canvas that is much more satisfying than any builded of brick and stone. You discover wonderful byways which he who travels by rail will never know and over which the motorist who depends upon hotels dares not venture.

The motor-camping method of touring is both the newest and oldest method in the world. Altho one may wonder at its enormous growth during the past few years, this growth is not surprizing for the reason that the idea is based upon one of the most fundamental instincts in the world—the gipsy call to the open road and the gipsy way of going. As part of this might be included the wish to get the greatest amount of fun for the smallest expenditure of money.

Some motor tourists who continue to depend solely upon hotels because they are perfectly able to pay the prices regard motor-camping simply as a means of saving money. This is far from being the case. Any one noticing the numerous tent- and bed-laden cars along the open road will find that a considerable proportion of these are machines of expensive manufacture—for example, Packards and Pierce-Arrows. It is reasonable to suppose that their owners are men of some means. These people realize that to camp beside a trickling trout stream, smoke their pipes of peace before a glowing fire, and then roll in for the night to the music of the stream and woods is a privilege of no small importance.

In regard to expense, it is safe to say that any one who can afford a car and a vacation can likewise afford a motor-camping trip. With these two requisites at your disposal, a trip of this sort is the most economical way in which one can go. There is no other method of travel whereby one can cover great distances and see such variety of country in a short time for so small a money outlay. Of course, there is the initial outlay for the camping outfit, but this soon pays for itself and is good for several years. If the car is in top-notch shape before starting, the only other necessary expenses are gasoline, oil, and the food you eat.

Indeed, motor-camping is the only way in which many people can afford to travel at all. Otherwise, they would be forced to stay at home. I have seen many instances of this. For example, I recall meeting in Banff, Canada, a farmer with his wife and five children who were enjoying the marvels of the Canadian Rockies. Their car was a trifle rickety in spots, but it had brought them safely all the way across the broad Canadian prairies. They had camped out every night and would continue to do so until their return. This farmer explained to me:

"I've been wanting to bring my family out and show them this country for years, but I couldn't stand the expense until I got the flivver. Going this way doesn't cost much more than living at home."

This farmer's case was fairly typical. There were fully twenty-five more of his sort in the motor-camping grounds at Banff who might have made the same reply. And camped beside him in a tent attached to the side of a high-powered, costly car was an American who I later learned was rated at quite a few hundred thousands of dollars in the banking circles of his home State. This man was equally as typical of motor-camping.

The equipment of the gasoline caravan is a real but very definite problem. If possible it should be completely solved before the start of the trip, else troubles will accumulate along the way. The need for articles overlooked, the bother of unnecessary things thrown in at the last moment, clumsy packing, unequal distribution of weight: these and a dozen other petty annoyances cropping up continually will greatly detract from the trip. One goes

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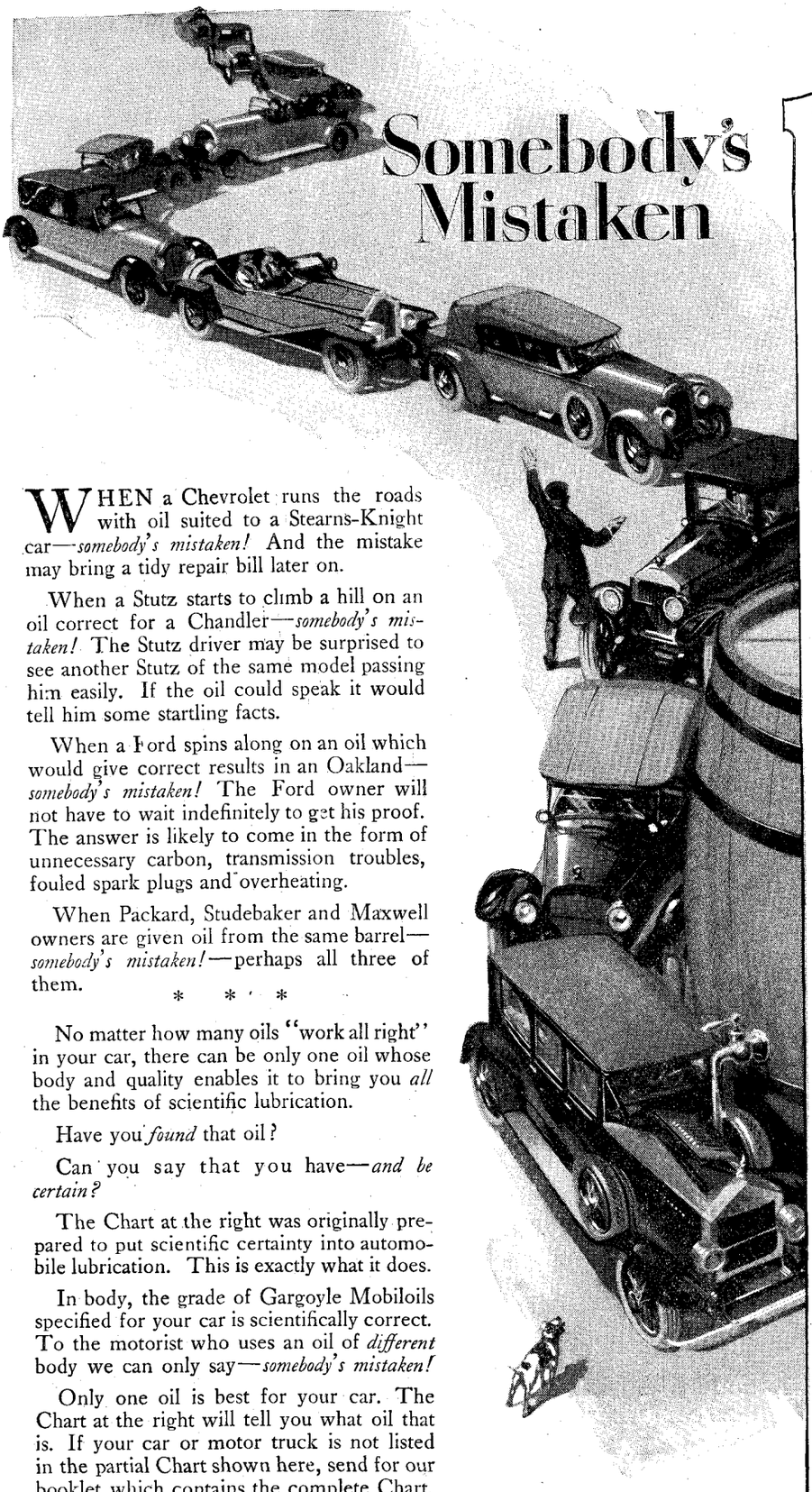

Somebody's Mistaken

WHEN a Chevrolet runs the roads with oil suited to a Stearns-Knight car—*somebody's mistaken!* And the mistake may bring a tidy repair bill later on.

When a Stutz starts to climb a hill on an oil correct for a Chandler—*somebody's mistaken!* The Stutz driver may be surprised to see another Stutz of the same model passing him easily. If the oil could speak it would tell him some startling facts.

When a Ford spins along on an oil which would give correct results in an Oakland—*somebody's mistaken!* The Ford owner will not have to wait indefinitely to get his proof. The answer is likely to come in the form of unnecessary carbon, transmission troubles, fouled spark plugs and overheating.

When Packard, Studebaker and Maxwell owners are given oil from the same barrel—*somebody's mistaken!*—perhaps all three of them.

* * *

No matter how many oils "work all right" in your car, there can be only one oil whose body and quality enables it to bring you *all* the benefits of scientific lubrication.

Have you *found* that oil?

Can you say that you have—*and be certain?*

The Chart at the right was originally prepared to put scientific certainty into automobile lubrication. This is exactly what it does.

In body, the grade of Gargoyle Mobiloils specified for your car is scientifically correct. To the motorist who uses an oil of *different* body we can only say—*somebody's mistaken!*

Only one oil is best for your car. The Chart at the right will tell you what oil that is. If your car or motor truck is not listed in the partial Chart shown here, send for our booklet which contains the complete Chart.

GARGOYLE

Mobiloils

A grade for each type of motor

Chart of Recommendations *for* AUTOMOBILES

(Abbreviated Edition)

GARGOYLE

Mobiloils

A grade for each type of motor

How to Read the Chart

THE Correct Grades of Gargoyle Mobiloils for engine lubrication are specified in the Chart below.

A means Gargoyle Mobiloil "A"
B means Gargoyle Mobiloil "B"
E means Gargoyle Mobiloil "E"
Arc means Gargoyle Mobiloil Arctic

These recommendations cover all models of both passenger and commercial vehicles unless otherwise specified.

Where different grades of Gargoyle Mobiloils are recommended for summer and winter use, the winter recommendation should be followed during the entire period when freezing temperatures may be experienced.

This Chart is compiled by the Vacuum Oil Company's Board of Automotive Engineers, and constitutes a scientific guide to Correct Automobile Lubrication.

If your car is not listed in this partial chart consult the Chart of Recommendations at your dealer's, or send for booklet, "Correct Lubrication," which lists the Correct Grades for *all* cars.

NAMES OF AUTOMOBILES AND MOTOR TRUCKS	1920		1919		1918		1917		1916	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Allen	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Buick	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cadillac	A	A	A	A	A	A	A	A	A	A
Chalmers (6-48)									Arc.	Arc.
" (6-40)									A	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Chandler Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chevrolet (8 cylinder)			A	A	A	A	A			
" (FA)			A	Arc.	A	Arc.				
" (FB & 1 Ton)	A	Arc.								
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cleveland	A	Arc.								
Cunningham	A	A	A	A	A	A	A	A	A	A
Dart (2 & 3½ Ton)	A	A	A	A	A	A				
" All Other Models	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Denby (Model U)							A	Arc.	A	Arc.
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Diamond T (1½ Ton)	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Mod. U 2 Ton & K 3½ Ton)	A	A								
" (5 Ton)	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Dodge Brothers	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Dort	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Elcar (4 cylinder)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (6 cylinder)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.				
Essex	A	Arc.	A	Arc.						
Federal (34 Model S-X)					A	A	A	A		
" (Special)					Arc.	Arc.				
" All Other Models	Arc.	Arc.	Arc.	Arc.	A	A	Arc.	Arc.	Arc.	Arc.
Ford	E	E	E	E	E	E	E	E	E	E
Four Wheel Drive	A	A	A	A	A	A	A	A	A	A
Franklin	A	A	A	A	A	A	A	A	A	A
Giant (Using Gasoline)	Arc.	Arc.	Arc.	Arc.						
" (Using Kerosene)	A	A	A	A						
Grant (6 cylinder)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (Com.) (Model 12)			Arc.	Arc.						
" (") All Other Models	Arc.	Arc.	Arc.	Arc.						
Harroun	A	Arc.	A	Arc.	A	Arc.	A	Arc.		
Haynes (6 cylinder)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (12 cylinder)	A	A	A	A	A	A	A	A	A	A
Holmes	B	A								
Hudson Super Six	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	A
" All Other Models									Arc.	Arc.
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
I. H. C. (2 cylinder)					A	A	A	A	A	A
International	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Jordan	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
King (8 cylinder)	A	A	A	A	A	A	A	A	A	A
Kissel Kar (Model 48)									A	A
" (12 cylinder)					A	A	A	A		
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Liberty	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
Locomobile	A	E	A	E	A	E	E	E	E	E
Marmon	A	A	A	A	A	A	A	A	A	A
Maxwell	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mercer	A	A	A	A	A	A	A	A	A	A
Mitchell (6 cylinder)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (8 cylinder)									A	A
Moline-Knight			B	A	B	A	A	A	A	A
Nash (Quad.)	A	A	A	A	A	A				
" (Model 671)					A	A				
" All Other Models	A	Arc.	A	Arc.	A	Arc.				
National (6 cylinder)	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
" (12 cylinder)			A	A	A	A	A	A	A	A
Nelson	A	A	A	A	A	A	A	A		
Oakland (8 cylinder)									A	A
" All Other Models	A	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.
Oldsmobile (4 cylinder)	A	Arc.	A	Arc.					Arc.	Arc.
" (6 cylinder)	A	A	A	A	A	Arc.	Arc.	Arc.		
" (8 cylinder)	A	A	A	A	A	A	A	A	A	A
Oneida (5 Ton)	A	A	A	Arc.	Arc.	Arc.				
" All Other Models	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
Overland	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	A	A	A	A	A	A	A	A	A	A
Paige (6 cylinder)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (Cont. Eng.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" All Other Models	A	A								
Parker	A	A	Arc.	Arc.						
Peerless (8 cylinder)	A	A	A	A	A	A	A	A	A	A
" All Other Models							Arc.	Arc.	Arc.	Arc.
Pierce Arrow	A	A	A	A	A	A	A	A	A	A
" (Com.) (5 Ton)	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (") All Other Mod.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	A	A	A	A	A	A	A	A	Arc.
R & V Knight	B	A								
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Republic									A	A
" (¾ Ton)									Arc.	Arc.
" (1 Ton)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (1½ Ton)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
" (Com.) All Other Models	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Riker	A	E	A	E	A	E	E	E		
Roamer (Model R A)							A	Arc.		
" All Other Models	Arc.	Arc.	Arc.	Arc.			Arc.	Arc.		
Rock Falls	A	Arc.	A	Arc.						
Saxon			E	E	E	E	E	E	E	E
Scripps-Booth (4 cylinder)					Arc.	Arc.	A	Arc.	A	Arc.
" (6 & 8 cylinder)	A	A	A	A	A	A	A	A	A	A
Standard Com'l. (Detroit)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stearns-Knight	B	A	B	A	B	A	A	A	B	A
Stephens	A	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.
Sterling (Milwaukee)	A	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Stutz	A	A	A	A	A	A	A	A	A	A
Templar	A	A	A	A	A	A				
Velie (Model 34)	A	Arc.								
" (6 cylinder)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Com.) (3½ Ton)			A	Arc.	A	Arc.				
" (") All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.				
Westcott	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
White (16 valve)			A	A	A	A	A	A		
" (3 Ton)			A	A	Arc.	Arc.				
" All Other Models			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Willys-Knight	B	A	B	A	B	A	A	A	B	A
Willys Six	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
Wilson			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

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MONGOL
pencils and erasers

"HOW PENCILS ARE MADE"

This is the title of a most interesting and fascinating booklet which will be sent free to you upon request. Address us, please, at

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Unsanding the gears

Anything in business that doesn't work well is *sand* in the gears.

Pay a little more for your pencils. It makes them cheaper in the end. And it cheapens the cost of doing business. For *good* pencils conserve pencils and time and effort and patience and good spirits. Aren't these worth something?

For *this* purpose we *make* Mongols No. 482. For this purpose stationers all over, *sell* them. For this reason Mongols No. 482 are the biggest selling pencils in the world.

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NEW YORK

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MOTORING AND AVIATION
Continued

camping to have fun, not to be annoyed. The average motor-camper is not a backwoodsman who, when night overtakes him, sometimes curls up on the ground under a tree and rolls off to sleep; and "roughing it" is not necessary. The motor-camper can, by taking proper thought, make himself as comfortable as he would be in his own home. The writer says:

Outfitting for a motor-camping trip is a matter which requires individual judgment. Equipment which is suitable for one car may be totally inadequate for another. A motor-camping outfit should be selected with great care. A dozen and one things must be considered: the power and capacity of the car, its hill-climbing capabilities, suitable sleeping arrangements, running-board capacity for carrying duffle; whether spare tires are carried on side or rear, proper distribution of weight so that the strain on springs will be equalized: these are but a few of the numerous items to be considered.

Sometimes this matter of selection takes years of actual experience before a man finds exactly what he needs. A short time ago I met a motor-camper who for three years had constantly been changing various details of his outfit. He assured me that at last he had an outfit which suited him perfectly. As he checked over the list I realized that there were only a few items of which I, for my part, fully approved. So there you are. Motor-camping is an individual problem that must be solved by the individual. I have examined the outfits of a good many different motor-campers on the road and I have yet to find two alike in every respect. This is as it should be. There is so much leeway and flexibility to this kind of camping that most hard-and-fast rules other than a man makes for himself are out of the question.

On the other hand, there are certain fundamentals which all outfits should have in common. Chief among these is compactness. This does not mean that one sacrifices comfort. Indeed, quite the contrary. Imagine, for example, three cooking-pots very nearly of the same size. Why have them take up the space of three when it is just as easy to get a nested set in which one pot fits inside of the other?

I have seen motor-camping cars on the road so bulging with equipment that they closely resembled moving-vans. Bulk, more than weight, has been the main fault in many such instances. I have seen other cars carrying fully as much weight and equipment, but the various articles have been selected wisely in respect to compactness and packing ability. As a result of such careful preparation, all the passengers in a car of this sort are perfectly comfortable and the appearance of the outside of the machine, except for a few small, unobtrusive bundles, is no different than usual.

Only necessities should be included in the outfit—articles for which there will be definite use. I mean this in a relative sense. It is easy enough to define bare necessities, such as bed, blankets, and tooth-brush, but presently you come to a border-line across which lies a huge stack of articles which would be mighty nice to have along but may not be absolutely es-

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sential. Here is where good judgment comes in. Remember the mileage you will lug these articles and the number of times they will be packed and unpacked. There may be a folding table or chair which you consider quite essential to camp comfort; in which case it is very likely worth while taking such an article, providing the burden of carrying it is not too great.

When the motor-camper starts out, roads lie open in all directions and for thousands of miles. He may wander from the Maine woods to the Everglades of Florida, from Plymouth Rock to 'Frisco. Camp sites will not be difficult to find, particularly in the West, where many cities afford the motor-tourist camping-grounds in their city parks. For the camper who wants to see the wonders of nature and the fine scenery afforded by his own country there are seventeen National Parks on the mainland of the United States, and about 150 National Forests. And, says the writer in alluring fashion:

Both the Park and Forest Service stretch out a welcoming hand to the motor-camper. They more than meet you half-way. After all, they are *your* parks and *your* forests, and there to be used by you. Roads are being steadily improved, and in many instances stone fireplaces and other accommodations have been installed in suitable camping sites for your special benefit. The National Park exists solely for recreation and enjoyment; the National Forest is primarily a huge timber farm, but a large part of its activities concern recreation. In both services the officials fully realize that the particular public which they are largely called upon to serve is the motor-camper. They are going out of their way to give satisfaction.

The same rule applies in many sections where huge wild areas are administered by the State. In New York, for example, the State Conservation Commission has recently built along the Adirondack highways a great many stone fireplaces for the special use of motor-campers.

MOTOR AND SAVE DOCTORS' BILLS—Motoring has medicine down and out, with no chance of "coming back" as a real curative agent, in many diseases, say wise and bewhiskered medical men who have given this subject careful study since the automobile has gained its wide vogue in our fair land. In fact, we are told that another score of years of riding in motor-cars will raise the health standard of the entire nation. Being a hectic people, given to the headlong pursuit of many things, our several nervous systems are under a constant and terrific strain, and every now and then they give way like an overtaxed tire. When this happens, the specialists have found that nothing equals auto-riding for restoring the shattered nerve-fibers. The fundamental principle behind motoring for health, it seems, is that it diverts the mind and also gives a constant change of air. "Forget it," the nervous wreck is told who is worrying himself to death over his troubles. Unfortunately the human mind is so con-

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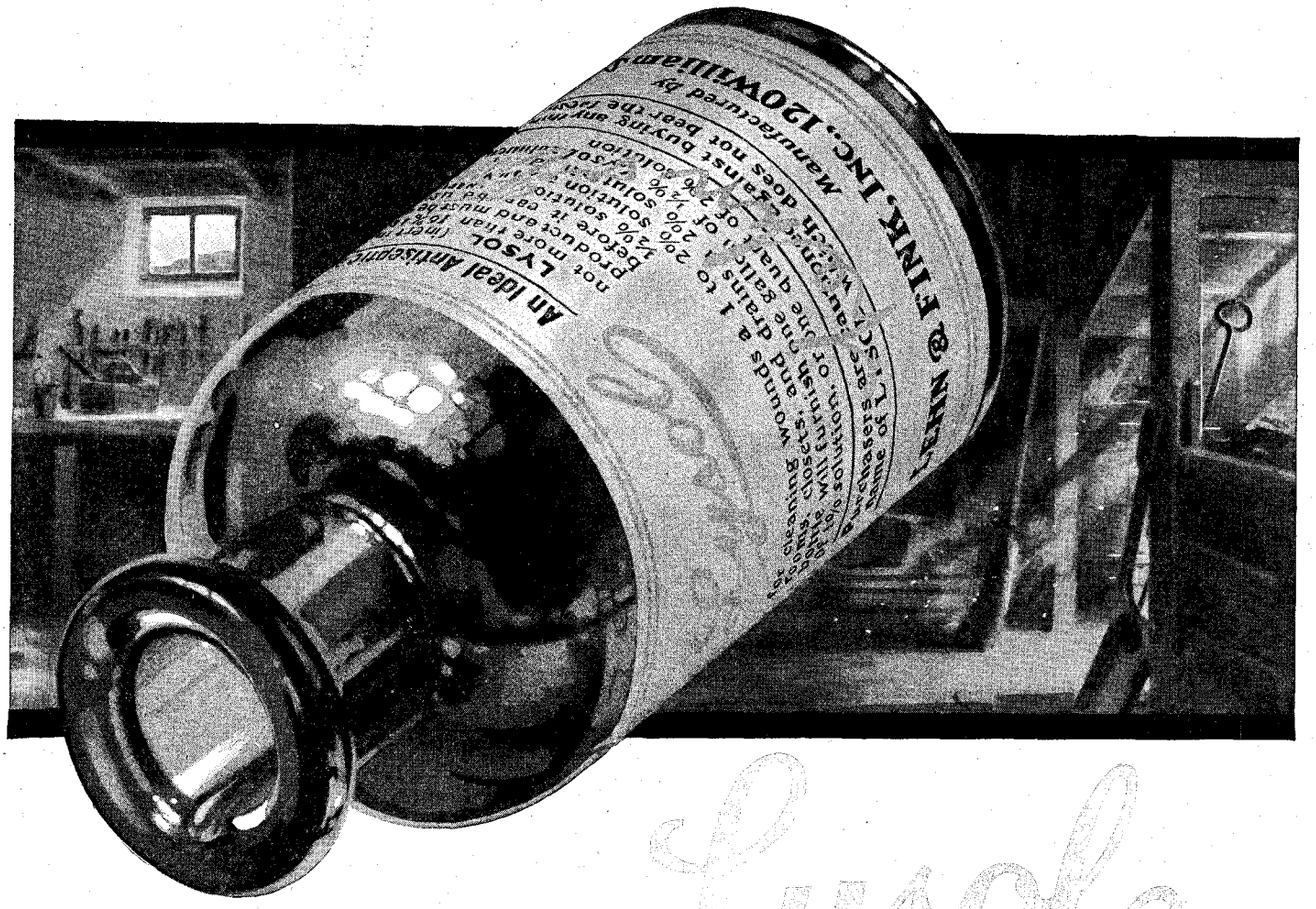

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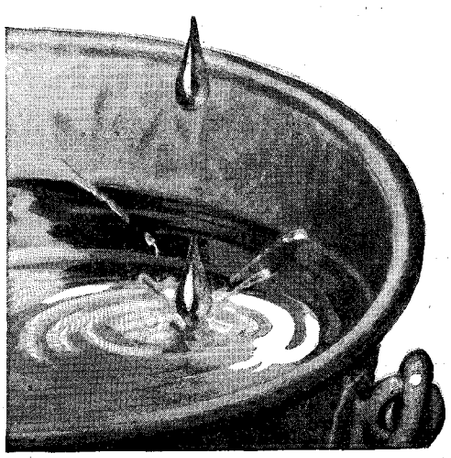
Use Lysol Disinfectant in solution according to directions. A 50c bottle makes 5 gallons of germ-killing solution. A 25c bottle makes 2 gallons.

Lysol Disinfectant is also prepared in unrefined form for commercial use. Ask for Lysol F. & F. Sold in quart, gallon, and 5-gallon cans.



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Lysol Shaving Cream in Tubes

You'll like it because it makes an easy job for the razor. In addition it protects the health of the skin. Renders small cuts aseptically clean. At druggists everywhere.

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A rich, delightful soap that protects the health of the skin. It is delightfully soothing, healing, and helpful for improving the skin Sold by druggists everywhere.

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MOTORING AND AVIATION
Continued

stituted that forgetting comes hard unless its operation can be directed into new channels. And nothing beats motoring for this purpose, according to H. A. Tarantous, writing on this subject in the New York *Herald*. To quote:

The automobile-manufacturers predict that 40 per cent. of the cars will in future be sold for health purposes, the other 60 per cent. for business reasons. We are inclined to think that the nation can save money in the end by encouraging an investment in automobiles rather than spending the same or more money in medicine, operations, etc., which in the end will not produce the most desirable results. We are not in position, of course, to tell the forms of diseases or ailments that should be treated by motoring, but most doctors will agree that riding and even driving an automobile will do much toward bringing certain patients back to health.

It may be pretty hard for a nervous patient to believe that he can drive a car, but it has been demonstrated time and again that the very act of driving so changes the mental state as to remove the nervousness. The patient must, however, drive cautiously, and he must confine his driving to the country rather than the city. The driver will find that his heart-beats, his respiration, and his whole system will react to the tune of the car. If the car is driven slowly tenseness of the muscles is removed; as the speed increases there is an involuntary acceleration of the heart and the lungs. This is not always so, but it is, generally speaking, a characteristic of a nervous person at the wheel.

Certain nervous conditions are functional, others are organic, and both of them can be treated by motoring. In a recent case a woman was taking treatment by a great specialist for oversecretion of the thyroid glands. The oversecretion made her extremely nervous and affected almost every organ of the body. Motoring was recommended as a means of assisting the scientist in curing the woman, and in about one year she not only became well and required no further treatment, but she became an expert driver in the bargain. This, like many cases, may turn out more satisfactory if the doctor is permitted to watch and treat his patient while the motoring is being used as a means of mind-diversion.

There is one thing about motoring for health that must be understood, and that is that it must be practised judiciously. One can not expect to ride 300 continuous miles in a hard-riding car and get out thoroughly relieved of all his troubles. If the car is hard-riding drive slowly over good roads. Speed is not essential. To make the best of motoring, one must drive along the good roads and study the surrounding landscape, the buildings, if there are any, perhaps the car you are riding in, other cars on the road, etc. Merely sitting at the wheel and making an occasional turn on a lonely road may make the driver lonely, hence susceptible of thinking of himself.

Automobile mechanism is easy to learn and understand; get into discussions while in the car about the operation of the car, about ways and means of promoting safety, about all matters pertaining to motoring. Continuous driving is bad. Drive twenty miles or so and then get out of the car and walk around for ten or fifteen minutes.

YOUR CAR'S GREATEST DANGER-POINT—THE BRAKES

FAULTY brakes often lead to the graveyard, and automobile fatalities due to this one defect are said by statisticians to be increasing every year. Much of the trouble is due to the carelessness of motorists, says a writer in the Washington *Post;* for to the average motorist working with the brake-bands and the mechanism of their adjustment is a dirty and disagreeable job. Consequently, he lets it go, intending to have a mechanic fix it. When one considers the momentum at which a car moves forward and the length of time it takes it to stop, it is easily seen, he goes on, what a horrible tragedy may occur some time when he will need every ounce of his weight to apply on the brake-levers. If the brakes are not in order there is little to be done except to take a long chance that may lead to disaster. In order as far as possible to avoid accidents due to faulty brakes, the writer gives these rules which he says were prepared by a traffic expert of a city close to Washington:

1. The brakes should be tested each day. Before going half a block from the garage make a service test by throwing out the clutch and applying the brakes. If possible, select a dry spot for making this service test. Under no circumstances should the car be taken farther if the brakes are not operating properly. Drive back to the garage and see that the faults are corrected before driving out again.

2. Automobile brakes have a definite relation to safety. Important points are:

(*a*) See that a good type of brake-lining is selected.

(*b*) Make sure that the brake-lining is properly installed.

(*c*) Keep the brakes in good operating condition.

(*d*) Make frequent tests for proper brake adjustment.

(*e*) Apply brakes properly when "on the road."

3. There are many types of brake-linings on the market. Do not use linings that are too soft or too thick; such linings easily become matted and necessitate almost constant adjustment. Good linings are woven with plenty of asbestos; some also have fine copper wire woven in.

4. Only an experienced mechanic should install brake-linings. He should be sure the lining is properly stretched to avoid wrinkling. The rivets should be properly countersunk, otherwise the metal of the rivets will scar the brake-drum and the brakes will not hold properly.

5. To keep the brakes in good condition:

(*a*) Once in two months remove the rear wheels and wash the brake-lining in kerosene. This removes all oil and grease, which, if present, takes the "bite" out of the brakes. Never oil brake-lining.

(*b*) Brakes squeal when they are glazed or when improperly adjusted. Squealing can often be stopt by removing wheels and roughing the brake-lining with a file.

(*c*) If the brake-lining is worn down to the rivets, sink the rivets still farther or have the brakes relined.

(*d*) Wipe off and oil the brake mechanism every 500 miles, or at least once a month.

(*e*) Make a regular systematic brake

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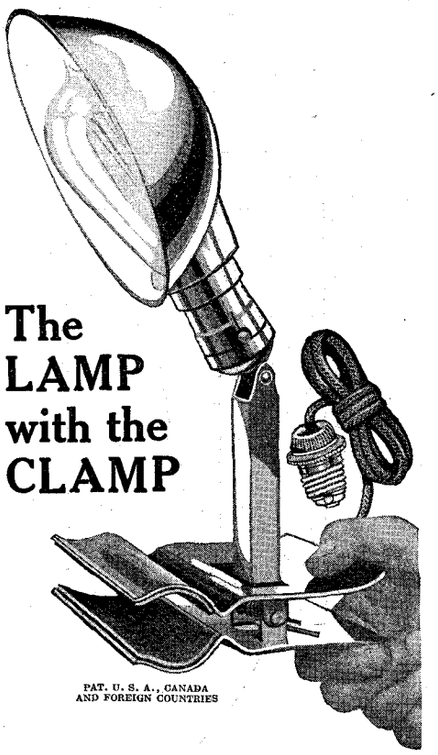

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MOTORING AND AVIATION
Continued

inspection a habit. The loss of a cotter-pin might lead to a serious accident. When a lock washer is removed, don't put it back—use a new one.

6. More accidents result from faulty adjustment or application of brakes than from any other cause.

7. All drivers should keep the brakes adjusted properly. Brakes should not drag; if they do they will heat up and be worn down unnecessarily. Brakes should not be too loose; loose brakes do not act quickly enough. Different adjustments are made for different types of brakes:

(*a*) On the shaft brake there is a nut on the brake-band which can be adjusted to make the brake neither too tight not too loose. Brake-rod can be turned either to right or left to make it proper length for official use of brake.

(*b*) On axle or wheel-drum brake where equalizer is used apply brake when engine is still. Adjust equalizer until it is parallel with axle.

(*c*) On external type of wheel-drum brake tighten or loosen adjusted nut on brake-band and equalize length of brake-rods.

(*d*) On internal type of wheel-drum brake it is necessary to remove rear wheels. Adjust cam plates and adjusting nuts, also equalize length of brake-rods.

8. After the brakes are adjusted so they are neither too tight nor too loose, they should be tested every 1,000 miles, or at least once a month, to make sure that the braking power is equally divided between the two rear wheels. Many cars skid, not only because of slippery streets, but also because of unequal division of braking power. Jack up rear wheels and apply brake far enough so that it is just possible to turn one wheel by hand. Adjust brake on other wheel so the same amount of energy is required to turn that wheel by hand.

9. Do you apply your brakes properly when "on the road"?

(*a*) When coming to a stop on a straight-away, shut off the gasoline throttle and leave the clutch engaged until just before you come to a stop; this method of stopping is especially advisable in wet weather because it lessens the tendency of the car to skid. It also helps to distribute the braking power equally and assists the action of the brakes. Do not shut off the ignition until after you have stopt; it may be necessary to make a quick start. Find out the idling speed maintained by your car when the gasoline throttle is closed, then never (except in emergency cases) try to use your brakes when the clutch is engaged and the car is traveling slower than the idling speed.

(*b*) In going down an ordinary hill leave the clutch engaged and close the gasoline throttle. This helps cool the engine and also makes it unnecessary to use the brakes. It is sometimes desirable to turn off the ignition switch; this further cools the engine and adds to the braking power.

(*c*) In going down steep hills or when descending ordinary hills with a heavy load, put the gears in intermediate or low speed at the top of the hill and leave the clutch engaged. Shut off the gasoline throttle and, if desirable, turn off the ignition switch.

(*d*) In ordinary driving, do not use the brakes oftener than necessary, regulate

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the speed of the car as much as possible by use of the throttle. If the car is equipped with a foot throttle, use it in preference to the hand throttle. This leaves the hands freer to operate the gears and the steering wheel.

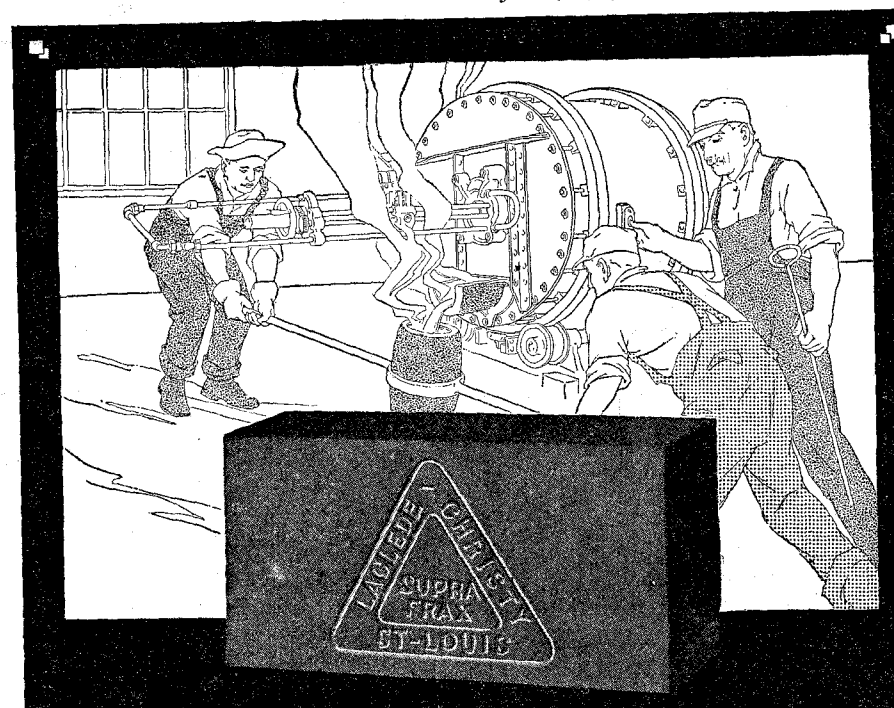
(*e*) In making an emergency stop, leave the clutch engaged, apply the foot-brake and pull the hand-brake, but do not "lock the wheels." Keep the wheels rolling; otherwise there is danger that the car might slide or skid.

THE GLITTERING AUTO SHOW AND THE MODEST BANK-BALANCE

A BANK-ACCOUNT of second-hand flivver dimensions at a high-toned auto show is not calculated to fill its owner with unrestrained hilarity. Such a situation, we are told, can show up more painfully than almost anything else the utter hopelessness of a small wad amid surroundings where only great wealth dares raise its voice above a whisper. Just how one feels when going through an experience of this kind is described in *The Maryland Motorist* (Baltimore) by Strickland Gillilan, the magazine writer. It seems that Mr. Gillilan wished to buy a car, and with this idea in mind he took his bank-balance by the hand and went to a recent auto show to look around. He apparently felt when he started out that this balance was ample to meet all his requirements in a car, for he says of it that "it ran joyfully ahead of me, propelled by its own power." Before the writing man and his bank-account had traversed the first aisle of the show, however, the bank-account began to droop, and we read further:

The third aisle I noticed it was hanging back, its feet dragging. The fourth aisle was filled with limousines and broughams and victorias and cabriolets and glittering juggernauts covered and filled with doodads and platinum bumpers and georgette cigar-lighters and jade headlights—and I had to take my poor little bank-balance in my arms and carry it. It had become utterly exhausted and disheartened at the realization of its own futility and negligibility.

I saw what seemed a million cars that are supposed to be bought by somebody. By whom? I am a regular person, with something I call an income, and with a Scotch disposition to cling to each portion thereof until I have to stuff my ears with cotton to deaden the screaming of the eagle. I am supposed to be prosperous—you'd think so if you were to see the number of letters that come to my home asking me for largess and lagnappe and backshish for the poor people. Settlement-workers never visit my hut to meddle with my personal affairs and ask my wife how she manages to keep our tattered brats in school and out of the lampwick-factory. But ninety-five out of every ninety-seven cars I see at shows I could not afford to buy and keep. Sixty out of every one-hundred I could not afford to accept as a gift. Who buys 'em? Who can afford to pay for 'em and run 'em and store 'em in garages at 40 cents per linear minute and buy gasoline and gear-grease and orris-root and hair-oil for 'em? Who? I ask. How do they do it? Do they pay a lot



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Yes, that's exactly the place in your plant for which this *super* refractory was designed—the furnace for which you haven't been able to get a fire brick that will deliver the goods. One trial of Suprafrax—and you'll know your refractory troubles are ended.

After you have used Suprafrax for a time, you'll marvel at finding such varied virtues in a single brick. Because Suprafrax not only withstands extremely high temperatures, the destructive action of slags and molten metals, but also sustains great weight under these high heats, with unusually low expansion.

Changes of temperature do not worry Suprafrax; neither does it spall readily. Its unusual refractoriness is due to an Alumina content of more than 70%. It is available in the forms of *standard brick* shapes (ready to ship); *special shapes* (to order); and *cement*, (for patching jobs). Send for detailed particulars of this exceptional refractory.

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At any price *President Suspenders* are the most comfortable, the best known, and the best suspenders obtainable, while at 50 cents a pair they represent also the greatest value that it is possible to get for your money in suspenders.

Every pair guaranteed
Be sure the name President is on the buckle

Made at Shirley, Massachusetts

MOTORING AND AVIATION
Continued

more income tax than I do? Do they drown their children in infancy? Do they stand off the butcher, the baker, and the maker of waxen tapers?

I wish I knew! I often wonder how they get it and how they manage. I couldn't do it unless it were my pleasant nightly custom to put on a domino, sneak up a back alley with a gas-pipe under my arm, and wait for something to happen, and, in the event of nothing happening, help it happen. Either that, or do without furniture, food, light, clothing, club memberships, schooling for the kids, clean shirts, semiannual shift of hole-proofs, and everything. The tradesmen who sell me things; the insurance men who keep me poor so that I may triumphantly die rich; the men who collect my taxes; the people who piteously plead for my contributions; the readers of my meters—all must make a lot more off our transactions than I do.

So I stand in the middle of the floor of the bewildering thing known as the automobile-show; I look hither and yonder at glittering beauty and costly luxury and upholstered elegance; I look through misting eyes at the almost life-like mechanical and highly conventionalized palm-trees, at the bunting and streamers and everything, at the costly clothes and jewels displayed around me, many of them by people who never earned a sou marquee in their blessed lives—I do all this, and, hugging my poor little bank-balance to my throbbing bosom, I lift my streaming orbs ceilingward and howl:

"How come—yea bo, how come?"

NANTUCKET'S LOSING FIGHT AGAINST THE MOTOR-CAR

"WHEN flivvers flit on Nantucket" is applicable no longer as one of those never-never phrases people use to speak of something that can never possibly happen. Flivvers—many of them—flit up and down Main Street in Nantucket every day, and no silver-starred cop can say them nay, as he did in the old time, when motoring in this pleasant, sober little seaside city was "agin the law." It was a long time before automobiles were allowed within the purlieus of Nantucket. Here the automobile opposition made its last and most gallant stand. No Grecian phalanx ever stood more solidly against barbarian assault than did the people of Nantucket against the advance of the automobile. But time changes sentiment, and, as every one knows, the automobile has a very ingratiating way with it. To appreciate the horror of "devil cars" which once inspired the people of Nantucket to such stern opposition, you must remember their history and tradition, say Ethel and James Dorrance in *Motor* (New York). The 'Tucketers are a complacent people, quiet and unassuming, yet with a distinctive record. As adventurous mariners they had gained a reputation all over the world; they gained fortune, too, until the discovery of petroleum gave the "knock-out" to sperm-whaling. It was hard enough when the motor-boats came in, with the sea-horses racing in behind. But when the whiz-wagons started to come the people up and said, "Never," and they meant it. There was to be no horn-tooting in Nantucket, no foul smell of gasoline permeating her fine thoroughfares, no blatant motorist pumping a siren to let all the world know he was on the road and coming fast. "No," said the people. "They shall not pass." But this is a fast century, and, continue the two writers:

It was in the early '90s that a couple of stray cars reached the island as steamer freight and, by their honks, assertiveness, and nauseous breath, taught 'Tucketers to dislike not only those that had come, but all the rest that hadn't. Soon feeling became so strong against them that their stay became necessarily short.

The summer of 1906 brought three—too many for endurance. From the selectmen's august assembly came a local ordinance excluding them from "among those present." Next "season" this order was modified to cover only the summer months—a safe enough proviso, since no year-rounder had descended to interest in motor-driven vehicles. A son of Boston who attempted defiance was seized upon and hauled into court.

Not until 1913 did any native of Nantucket fall. That year a hardware merchant "imported" a motor-cycle, and Clinton S. Folger, who had the contract for carrying the mail to the hamlet of Siasconset across the island upon the open sea, a touring-car. The motor-cycle remained in the warehouse, but the mail-carrier began a feud that has outlasted several years.

When he found that his "U. S. MAIL" plates did not gain him right-of-way on the prohibited streets, he invented the "horsemobile." Hitching one or two of his livery nags to the machine, he would haul it from Steamboat Wharf to the foot of Orange Street, where the State road began. There he would cast the traces and skim across the moors to the rival village with his daily grist. A rumor spread that the horse was a subterfuge and a superfluity—that Folger really was running his motor through the sacred streets. Several times did the local OFFICERS OF THE LAW—they capitalize the phrase in Nantucket—hold him up to listen for unlawful mechanical purrings in the contraption. Occasionally in winter he would show defiance by touring the town, flagrant as a circus parade, but each time would be arrested as a consequence.

Assorted factors entered into the beginning of the "great fight" on Nantucket—probably the last stand of automobile opposition in America. The opening wedge was driven by the towners' fear of conflagration, one which dates from a mid-summer day of 1846 when thirty-six acres in the heart of the compactly built harbor village were razed by flame and over 200 families impoverished. Even the water was scorched when hundreds of casks of whale-oil, stored along the wharves, burst open, flowed over the surface, and became ignited. Remembrance of this tragedy led the town, in 1912, to purchase a motor-driven chemical truck.

On a fire-alarm, the five-ton, gasoline-propelled "savior" would tear at maximum speed around the island—to Polpis, Maddaket, 'Sconset, Quidnet, and other outlaying hamlets, without frightening horses into "conniptions," without cutting

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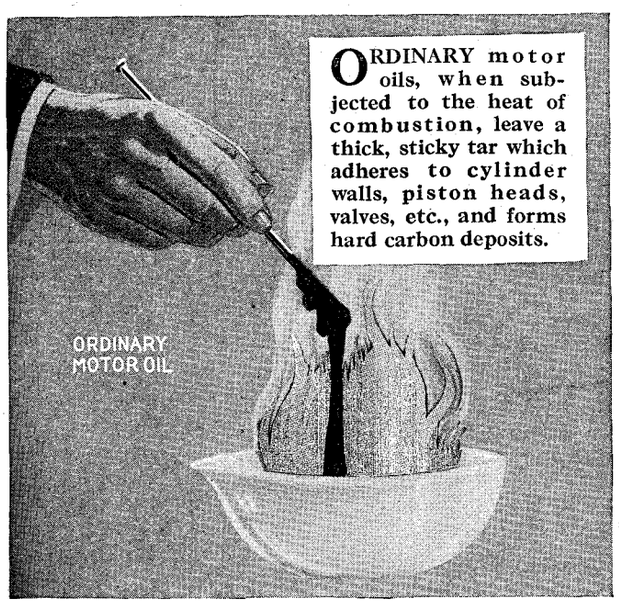
SUN OILS

The Burning Test

proves why Sunoco Motor Oil eliminates carbon


ORDINARY motor oils, when subjected to the heat of combustion, leave a thick, sticky tar which adheres to cylinder walls, piston heads, valves, etc., and forms hard carbon deposits.
ORDINARY MOTOR OIL

ENGINE heat does not destroy the lubricating qualities of SUNOCO. It is a straight run, wholly-distilled, non-compounded oil—every drop the same. SUNOCO leaves no residue to cause carbon troubles.
SUNOCO MOTOR OIL

Carbon deposit—the chief cause of engine knocks, preignition, leaky valves, fouled plugs, scored cylinders, broken piston rings, waste of power and costly repairs—is largely due to low-quality compounded motor oils.

Compounded motor oils are made by mixing light oils with heavy residual oils technically called cylinder stock. "The Burning Test" shows what happens to a compounded oil in your combustion chambers. The light oils burn off, leaving a sticky tar that collects dirt and forms carbon deposits.

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MOTORING AND AVIATION
Continued

up the roads—without, in fact, exacting any toll of death, either from the company which rode it or pedestrians along the narrowest of streets. It lived through a career which was, to say the least, spectacular. Real appreciation of its performance is said to have been directly responsible for the islanders' first consideration of the possibility of one day admitting passenger machines.

In an effort to have the island absolutely barred to automobiles the antis appealed to the legislature for a blanket exclusion law and got a referendum. The issue hung upon the question of how many year-round residents could afford to own and use cars. The vote showed a majority of 140 against admission of the disturbing element. At once, however, a cry of fraud was raised from the fact that secret ballots had not been used at the election. Many off-island, cottage-owning employers of labor, who, strange to relate, were against the coming of cars, were charged with having "influenced" the vote.

Not for four bitter years, in which were born enmities that will thrive until the participants go "westward with both anchors down," was the matter again brought to the polls—and with secret ballot. The campaign which preceded the election still is fought over again "of nights" at the Pacific, a club founded by the whaling masters who sought the western ocean for great sperm-whales and swung the name of peace over their home quarters on the lower floor of a brick court-house, dated 1778. At fireside talks there and through the courtesy of H. B. Turner, "ye local scribe," we have heard and read of the odd controversy.

Fear of better roads was perhaps the most amazing argument against—not that the islanders objected particularly to improvement on its own account, but because the love of paying taxes is not a component of New-England frugality. As one native put it:

"The auto will demand good roads; good roads demand good money, and plenty of it! Is the game really worth the candle?"

One who has driven over the moors and breathed deeply the pungent scent of scrub trees, bayberry bushes, countless indigenous flowers, and ripening huckleberries can sympathize with the rural poetess who, thusly, took her pen in hand:

> Through the salt air, the kindly sun
> From out the tiny pines is bringing
> Their treasured perfumes, one by one.
> And the summer breeze is flinging
> Odors of wild rose and of vine,
> The wild grape vine, in marshes hiding.
> Shall this wholesome sweetness, then,
> Polluted be by reeking fumes of gasoline?

Non-resident taxpayers—members of the wealthy cottage colony who, strangely enough, were mostly "cons"—contributed to the discussion. One of the bank-account clan exprest himself:

"Give us one place on God's footstool where we can cross a street without being in peril of our lives, where our hearing will not be outraged by the horrible noises made by auto-horns, and where our noses are not assailed with the stink of burning gas!"

Doubtless, Nantucket's civil war would have attracted wider outside interest had not the year of its climax been rivaled, in a way, by the wind-up of the world-war.

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To the islanders, however, the home issue was supreme. Their view-point may be exprest in the local newspaper's heading for the summary of a year's events: "We are glad to record that there have been no murders, no suicides, no burglaries—no great sensations."

In January a bill was filed in the legislature at Boston to repeal the exclusion law. The directors of the Nantucket Railway watched the way the straws were blowing, and four days later they announced that the line to 'Sconset—the only railroad on the island—was to be "junked." In March they began tearing up the steel. The result of the special election in May was, however, problematical. We are told that—

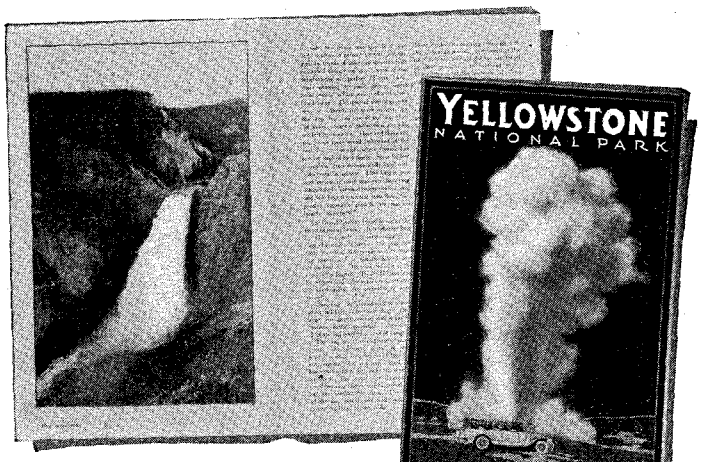
Even the proprietors of the largest hotels were on opposite sides. Barcey Curtis, of the Point Breeze, a devotee of fine horses, believed the machines should be kept out; the Folgers, father and son, who operate the Sea Cliff Inn, worked hard for admission. The livery element nearly killed their horses carrying every one to the polls free of charge who was under the slightest suspicion of sympathy with their opposition to gas. Everybody with a vote turned out, and at the end of a far from perfect day their silent voices were put to a breathless count. The result: For, 336; Against, 296. By the narrow margin of forty votes the special exclusion law of 1914 was repealed.

On May 16 the first automobile salesman arrived and the next steamer from New Bedford brought seven cars. Eleven were in use on the island by the end of the first week. Within a month and in time for the summer rush, most of the 'Sconset and 'Tucket liverymen had been duly licensed as chauffeurs. That night they motored across the island to the hamlet on the open sea and gave themselves a banquet at the Clisby House, at which they toasted themselves as victors in the fight they had lost. By the end of August ninety-four machines were flitting over the last zone.

Altho the fight was over officially after the election, the victory of the automobile could not be called assured until the experience of the past summer. Not at once had the cottagers accepted their new privilege. They were afraid of being hampered by some of the "special" regulations for which Nantucketers seem to have a superspecial talent. To the credit of the Town Meeting—which is the sort that authorizes the treasurer "to hire" money rather than float a bond issue—all attempts at such restriction were quashed.

This last season saw the automobile firmly established in scores of newly built garages all over the island. The railroad has gone—the lone locomotive to a Cuban sugar-plantation and the combination coach to serve as a "Pullman" lunch on the water-front. Nearly 200 cars are owned by native 'Tucketers, and so many more cars than carriages crowd under the tree roof of Main Street in morning market hours and at evening band concerts that a regulation recently was passed requiring diagonal parking on a twenty-minute limit. Otherwise, the general motor laws of the Commonwealth of Massachusetts are all that the solitary traffic "cop" is called upon to administer.

It Lingers.—The house shortage may have passed the peak, but the rent longage l...sn't.—*St. Joseph News-Press.*



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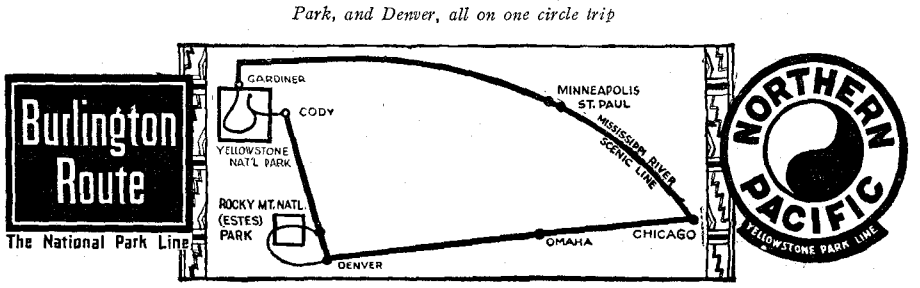

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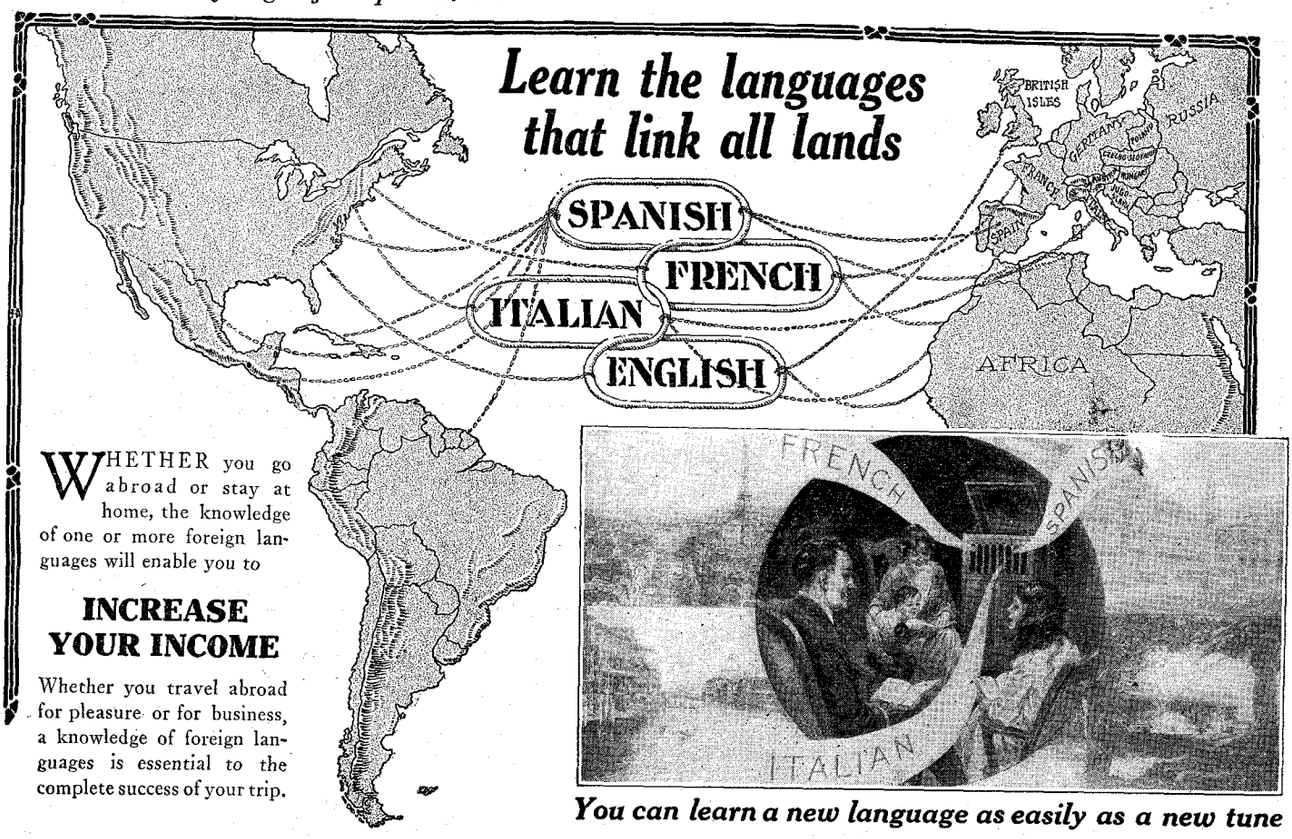

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SCIENCE · AND · INVENTION · CONTINUED

WOODEN SHIPS NOT BACK NUMBERS

WOOD still floats. It is just as suitable a material for ship-building as it was fifty or a hundred years ago. A contributor to *The Pacific Marine Review* (San Francisco) waxes sarcastic in an article entitled "Using the Wooden Ships." After serving as the only ship-building material for several thousand years, he notes ironically, wood has suddenly become altogether unfit for that use. One need only read the daily newspapers' comment upon the wooden ship-building of the Emergency Fleet Corporation during the war to be convinced of that fact. All the vessels are "idle," they are "unseaworthy," most are dismissed curtly as being "rotting hulks." He proceeds:

"Those facts having been established, nothing remains but to chronicle some of the performances of the wooden hulls built for the Government principally in the yards of the Pacific Northwest. These hulls are doing service in many seas as barkentines, schooners, barges, and steam schooners, and, newspaper jibes to the contrary notwithstanding, are functioning successfully. In the conversion and operation of these vessels Pacific-coast ship-owners are doing some valuable pioneering for the United States Government, which may yet discover that the wooden vessels are better ships than the public has been willing to believe.

"Such runs as that of the *Alicia Haviside*, 129 days from Vancouver to Durban; of the *Russel Haviside*, 101 days from Puget Sound to Cape Town; and the *Anne Comyn*, 52 days from San Francisco to Sydney, demonstrate what can be done with Ferris hulls rigged as six-masted barkentines. These vessels are owned and operated by the Pacific Freighters' Company, San Francisco.

"Another more recent voyage is that of the six-masted schooner *Oregon Fir*, Portland, Ore., concerning which her master, Capt. W. I. Eyres, writes:

"'Arrived at Port Philip Head on October 10, seventy-six days from Astoria, and docked at Melbourne the following day. After reaching a point out distant from Sydney some 300 miles, could have made that port in fifty-five days, but, owing to meeting equinoctial gales, subsequent course was slow into Melbourne.

"'The *Oregon Fir* is a magnificent vessel. I have tried her out in every possible way in which a vessel may be tried, and she has more than realized my expectations. She will carry all the sail that you can get on her and is a splendid, weatherly ship, sailing within nine points.

"'I have never known a ship in over fifty years of experience that will do as well in light winds as she will. I have made 220 nautical miles with her in twenty-four hours, and at present she is a full ten-knot ship. During the passage over and during strong squalls, she made eleven knots an hour. No matter how hard it blows, so long as she can carry the main jib, she will nip to windward and make good course without leeway.

"'This ship is a splendid asset and will be so for the next twenty-five years. She is strong and stanch.

"'My crew turned out splendidly, and every one has now become an efficient sailor. I would not wish for better men. They are a clean, respectable, and ambitious crew.

"'I have beat the ship to windward 50 miles in twenty-four hours—that is, dead-beat. She beat from Cape Schank to Port Philip, 17 miles, with a full run of ebb-tides against her, in six hours. There is not a schooner on the Pacific coast to-day that can even approximate this. She did this with full courses, stay foresail, jib and outer jib, and strong northeast gale.'

"A new vessel, rigged as a six-masted schooner, is the *Fort Laramie*, built by Kruse & Banks, North Bend, and bought by W. S. Scammell & Co., San Francisco. The 'general unfitness' of wood for ship-building is proved clearly enough by the *Fort Laramie*, which failed to make a cupful of water while loading for her first voyage. In her arrangements the vessel is admirable, having such features as tiled cabins and rooms for each two men. There is no forecastle whatever. The *Fort Laramie* will carry about 2,000,000 feet of lumber.

"Still other uses to which the wooden hull can be put are as barges and steam schooners. The first barge was the *Griffson*, owned by James Griffiths & Sons, Seattle. An interesting steam-schooner is the *Forest King*, owned by the Grays Harbor Motorship Corporation. Following the ideas of shipping men that the steam schooner type of ship was the craft desired for lumber-carrying and all-around cargo work, the owners changed the Shipping Board plans for cabins and built the vessel on the regular steam-schooner plan. In all, the *Forest King* can carry around 1,500,000 feet of lumber. Her machinery is all the standard power plant put out for the Ferris-type vessels, the engine being of 1,400 horse-power. She will use 105 barrels a day at an average loaded speed of a little better than nine knots an hour. The steamer is well fitted out for the comfort of her crew.

"Testifying before the Walsh committee, Commander A. B. Clements, executive aid to Admiral Benson, said that there were approximately 200 wooden ships that were unsalable because of their inability to cope with steel vessels. Some of the 200 had not been completed, he continued, and engines and boilers ordered for them could not be sold. Nevertheless, the long and successful use of the wooden sailing vessel on the Pacific, in such diverse trades as transporting lumber to Australia and the South Seas and bringing to the States much of the Alaska salmon pack, demonstrate that there is a field for the wooden ship, and the voyages of the Pacific Freighters' vessels and the Oregon Pine prove that the Ferris hulls can be rigged as barkentines and schooners for offshore routes. The conversion of some hulls into barges opens another field. In the employment of some as steam schooners, finally, both the hull and machinery can be used.

"So much for the use that has been made of wooden ships as sailing vessels and steam-schooners. In addition, there is the possibility of their use as motor-ships, either with direct Diesel engine drive, with or without combination with sails, or by Diesel electric drive."

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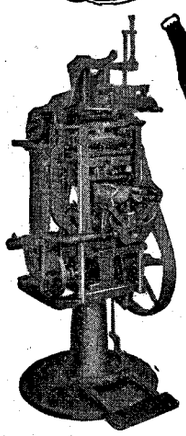

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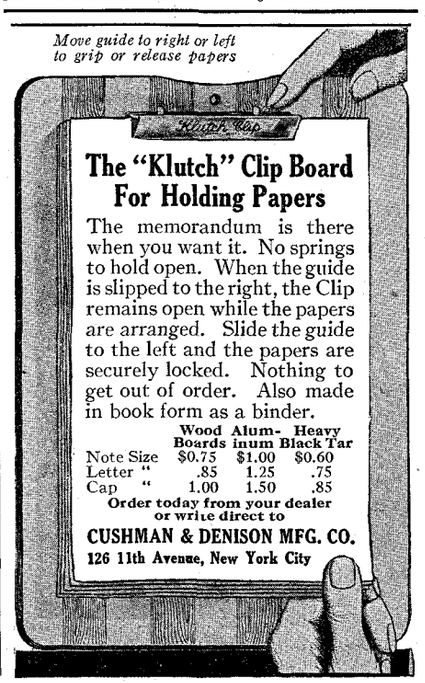

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SCIENCE AND INVENTION
Continued

The writer asserts that there is ample demonstration of the feasibility of operating wooden motor-ships in Pacific Ocean trade. Among the wooden Diesel engine ships built and powered at and operated from Pacific coast ports he mentions ten by name, and concludes:

"All of these vessels have been making consistent time on their regular voyages under all kinds of sea conditions and with an economy of operation which can not be even approached by any steamer of similar capacity. There is no doubt that by the use of one or more of the methods outlined many of the wooden ships now tied up on the Atlantic and Pacific coasts will be put into operation."

DID STONE-DUST KILL THE CLIFF-DWELLERS?

WHAT became of the cliff-dwellers? Archeologists now incline to think that they just stopt cliff-dwelling and moved down to the plains when the threat of attack by nomadic and less civilized tribes gradually lessened. It is more convenient and pleasant to live in the open than in holes dug in the rock. However, Frederick L. Hoffman believes that they were driven away—perhaps exterminated—by an occupational disease still prevalent, namely, that affecting the lungs of all workers in stone. Our tools nowadays are of steel, yet they produce sharp dust, as did the stone tools of the ancient Indians, and they who breathed it contracted fibroid lung disease, just as our stone-cutters are apt to do. Writing in *The Scientific American* (New York), Mr. Hoffman asserts that the cliff-dwellers possest all the typical elements of an industry which in modern times has been materially modified only by the introduction of iron and steel tools on the one hand and pneumatic cutting methods on the other. He says:

"The labor in the primitive stone industry must not only have been much more arduous and exacting (for years must have been necessary to produce some article of special merit), but it is also safe to assume that the industry must have had a most important bearing upon the health, physical strength, and disease liability of the cliff-dwellers.

"That the ancient stonework was in many respects a craft, requiring a much higher degree of specialized individual skill than the modern mechanical processes, is made evident by Professor Holmes, who remarks that, 'In shaping blades a suitable piece of brittle stone, preferably a flattish pebble, bowler, flake, or fragment, was selected, and with a hammer-stone of proper weight, usually globular or discoidal in form and generally not halted, chips were removed by means of vigorous blows about the periphery, alternating the faces. The utmost skill of the operator was exerted to cause the flakes to carry from the point of percussion near the edge across and beyond the middle of the sides of the stone; failure in this resulted in the formation of a high ridge or node on one or both faces of the

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blade, which effectually prevented the proper development of the form.'

"The foregoing statement emphasizes the conclusion that in ancient stonework the processes, the personal exposure to health-injurious conditions, and the after-effects may possibly have been even more serious than is the case at the present time. The effects of stonework vary, of course, according to the chemical and microscopical nature of the dust inhaled in considerable quantities during the working processes. While granite dust is probably the most injurious, limestone, bluestone, and slate dust are unquestionably less harmful. Thus far no scientific observations appear to have been made a matter of record, clearly disclosing the nature of the different rocks out of which the ancient cliff-dwellers carved their dwellings or by laborious manipulations made the tools indispensable to the needs of primitive life. In many sections the remaining work indicates the extraordinary amount of skill and painstaking care in the cutting and surfacing of stones used for walls or in the building of community dwellings, underground kivas, etc.

"It is not generally known that the disease resulting from the continuous and considerable inhalation of stone-dust is not primarily pulmonary tuberculosis, but fibroid lung disease, which may or may not, according to the chance of exposure, result in a subsequent tubercular infection. In other words, even if pulmonary tuberculosis did not occur among the ancient cliff-dwellers, there can not be the slightest doubt but that fibroid lung disease must have prevailed to an extraordinary extent among the stone-workers during the period when the stone industry had reached its highest development or near the date when the ancient civilization had practically come to an end."

The digging and building processes must have involved, Mr. Hoffman thinks, a very considerable, if not disastrous exposure to dust. Even at the present time the dwellings contain dust accumulations, so that inhalation must have been continuous and universal. While modern stone-cutting is more injurious, on account of the use of pneumatic tools, there are the advantages of medical aid, of more nourishing food, of better conditions of home life and prolonged periods of rest, with change of work. But:

"Under primitive conditions all of this was wanting, and it is, therefore, a safe assumption that the disastrous consequences of dust inhalation have been one of the most important contributory causes of an excessive death-rate, leading ultimately to race extinction.

"Without, therefore, arguing the question as to the probable numbers of the ancient population and the rate of decadence during the historic period as possibly determined by existing ruins, it would seem that the conclusion is justified by the known facts that this population was quite extensive, but, at the time of its decadence, below average stature, possibly indicative of undernourishment, which, with the indicated continued exposure to health-injurious dust, would lead to the further conclusion that an excessive mortality-rate, more probably than any other extraneous cause, gradually led to an excess of deaths over births and a vanishing population, of which the remnants found shelter and new homes among the Pueblos farther to the south, possibly as far as northern Mexico."

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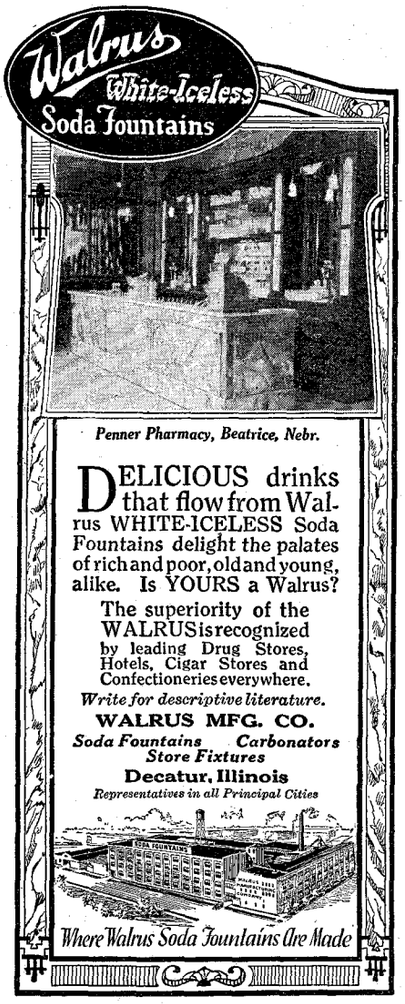
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INVESTMENTS AND FINANCE

THE STEEL CORPORATION PRICE CUT

WHEN the United States Steel Corporation followed the example of independents by cutting prices it only did what had been long "advocated by friends of the steel industry and by those who desire to see prompt completion of the price readjustment process," so the New York *Journal of Commerce* remarks. While it would have been well "had the reduction come sooner," it is "in time to aid in the readjustment of business which is going on," the New York daily adds. The question that occurs to every one is, "Has it gone far enough or is it only a first step?" *The Journal of Commerce* does not attempt a direct answer to this question, but in its editorial discussion it seems to lean toward the second conclusion. To quote:

Comparison of the old with the new prices shows that the cuts range from about 10 or 12 to about 18 per cent. Assuming that the old level of prices was approximately 75 per cent. ahead of the prewar level, it may be roughly estimated that steel prices still remain not far from 50 per cent., or rather more, above that old level. As compared with general levels of prices shown by index-numbers the figures thus run about parallel, since the average of wholesale prices is now figured, according to various investigators, as from 45 to 60 per cent. above prewar figures. The schedule fixt by the Steel Corporation is a little ahead of that of the so-called independents in several instances, altho rather below it in others. Roundly stated, the intent of the Corporation has clearly been to come down as far as it must to be in harmony with other prices, but not to act as a leader in the revision process.

One feature that is worthy to excite regret is the fact that neither in rails nor in wire nails has there been any reduction. Structural steel shows a cut of 25 cents per 100 pounds, but this is only about 10 per cent. of the old price of $2.45 per 100. The railway industry and the building trades, which ought to be the two best customers of the steel industry, are thus not favored, since their materials are either not reduced at all or are lowered (in the case of structural) by only the minimum amount. Nevertheless, it is precisely these industries that have needed the reduction and should get it if they are to become large buyers. The railroads, particularly, ought to be able to obtain their material at bottom figures, if they are to institute much-needed extensions and repairs to tracks. Whether there will be further cuts in these products is uncertain, but some additional changes are forecast in other items and may be extended to cover these. If any such possibility is in mind the sooner it is acted upon, or at least becomes known, the better. Uncertainty as to what is to come necessarily defers the undertaking of new construction and postpones the making of contracts. It is a bad thing from the standpoint of more active business and restoration of prosperity.

Apart from the price of special products, the question whether there will have to be

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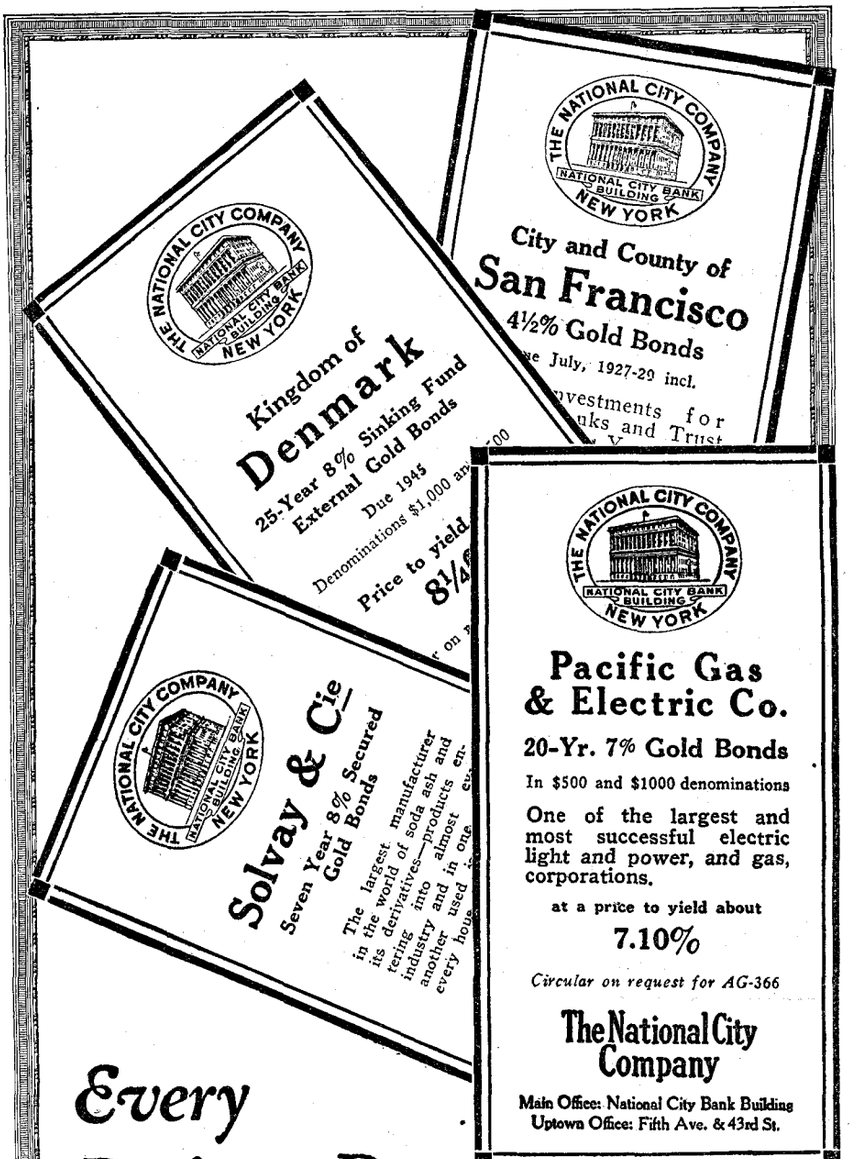
any additional general cut in steel prices is evidently to be a matter of experimentation. The industry is on the downward trend. Unfilled orders have already lost about 50 per cent. of their peak figure, and the month to month returns indicate a continuous and steady reduction. The independents have not been able to stimulate much trade through their lower prices because of the belief in some quarters that the Steel Corporation was likely to cut still further. What must now be settled, therefore, is whether at the new schedule of rates there will be an active buying movement—that is to say, whether the country thinks it can afford to use steel at those figures. There is possibly no way to settle this question except that of finding what the buying community will do. If there should not be a quick response further cuts will have to be made. Such articles as copper and non-ferrous metals generally, as well as other basic materials of manufacture, have gone completely back to prewar figures, and the problem whether steel, by reason of more perfect organization and greater abstinence from the extravagances of the war-period, can hold to a level 50 per cent. above the others will throw much light upon the future course of industrial events. . . . . .

The "normal" or "just" level of 70 per cent. advance above prewar figures named by some "economists" and "financiers" has long ago been reached and passed as had the 100 per cent. level before it. Not only the Steel Corporation but other industrial concerns which held out strongly against revision have had to yield to some extent. They may have to make still further concessions, since they refuse to take the lead in the readjustment movement and only meet the exigencies of the situation as these are demonstrated. Whether this is a wise industrial policy or not may well be doubted.

WHY BUSINESS WILL NOT "RETURN TO NORMAL"

THE phrase "return to normal" has been much overworked during the last few months, observes a writer on the financial page of the New York *Evening Post*. Many use it to mean an actual return to prewar conditions, and when used in this sense it expresses, we are told, "something that can not be realized." Business, of course, will pick up again and eventually "it may reach a condition that may be described as normal, tho it will not be like the business of 1914." Business, we are told, "is neither static nor retrogressive; therefore it will not 'return' to a previous condition. It would be more accurate to describe a present movement as one of going forward to normal." In support of his assertion that business can not revert to its prewar status, the writer in *The Evening Post* cites the opinions of several business leaders. For example:

A. C. Bedford, president of the Standard Oil Company of New Jersey, says that within the next few years the rest of the world will owe the United States fully $20,000,000,000 in place of the $14,000,000,000 it now owes. When things were "normal" we owed the rest of the world some $4,000,000,000 or $5,000,000,000. This change in financial relationships is not a momentary matter. Dr. Henry Behnsen,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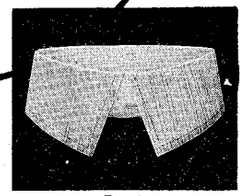

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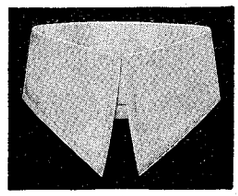

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INVESTMENTS AND FINANCE
Continued

the head of a large textile organization in Germany, predicts that within five years the whole continent of Europe will have been driven to repudiate its public debt.

Any or all of these forecasts may fail of realization. Two of them are contradictory and one or the other must fail. But the very fact that such statements are being made by experienced observers goes to show that business is having to face problems that it has never faced before. The great business leaders realize that the world, in an economic way, has been sick well-nigh unto death. It is still dangerously ill; some of the symptoms are less pronounced than they were a month ago, while others still persist. Nothing is to be gained by blinking at the facts.

Considerations like these, we read, serve to emphasize the need of statesmanship in business—

The condition of Europe to-day would be infinitely better if there had been more of hard-headed business and less of political considerations injected into the deliberations of its statesmen. Business reconstruction, rather than political reconstruction, is the supreme need of disordered Europe. A maximum production of goods, with efficient and equitable distribution, is of vastly more importance than boundary-lines, dynasties, and alliances. With labor gainfully employed and increasing in purchasing power there will be less danger of social upheavals, and starvation will cease to menace the lives of millions overseas. Only by this means can the world move forward to normal conditions. To achieve this consummation, the world needs the wisdom and cooperation of businesslike statesmen and of statesmanlike business men.

For its business statesmen the world must inevitably turn to the United States, and American business men can not afford to shirk the responsibility or refuse the opportunity to work out plans whereby our abundant energies and resources may be directed toward assisting in the economic recuperation of Europe. The last two years have witnessed a distressing decline in the nation's morale and a recrudescence of the spirit that glorifies national selfishness as one of the supreme virtues. In the haste to make money while prices were kiting business seemed to be degenerating into mere dollar-chasing. But there are many signs that this egoistic reaction from the altruism of the war-days has about run its course. The prolonged depression has stimulated sober thinking. Its persistent hanging on in spite of our abundant natural resources and favorable trade balances has served to focus attention once more on conditions abroad, and to bring home to us the fact that nations, like individuals, can not live wholly unto themselves. There may be nothing charitable in our increasing regard for the well-being of Europe; it may be prompted by an attitude of enlightened selfishness, but its development will be a means of promoting our own prosperity.

His Attitude.—"Does yo' still refuse, sah, to pay me dem two dollars I done loaned yo' de Lawd on'y knows when?"

"Nussah!" dignifiedly replied Brother Bogus. "I doesn't refuse; I dess refrains."—*Kansas City (Mo.) Star.*

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CURRENT EVENTS

FOREIGN

April 13.—The British Triple Alliance of Labor orders a strike for Friday in support of the coal-miners.

The Canadian House of Commons defeats the adoption of the reciprocity agreement between Canada and the United States, signed in Washington on January 21, 1911.

April 14.—Premier Lloyd George asks the striking coal-miners to submit their case to the ballot, and is refused.

Sir Arthur Edward Vicars, former Ulster King-of-Arms, is shot dead at Listowel, Ireland, and his residence burned by Sinn-Feiners.

An attack by 30,000 Turkish troops, under Mustafa Kemal, against the Greeks in the Afiun-Karahassar and Touloubanar sectors, breaks down before the Greek counter-attack, the Turks losing 6,000 prisoners and several pieces of artillery, according to reports from Smyrna.

The Austrian Government passes a bill making the presence in Austria of a former king a felony, punishable by from one to five years' imprisonment.

April 15.—The British Triple Alliance of Labor splits over the attitude of the miners toward the Government's peace proposal, and the proposed walkout of railway men and transport-workers is canceled.

The Austrian Government is warned by the Allies to prevent fusion of Austria with Germany.

King Constantine of Greece is reported to have threatened to march on Constantinople unless the British and French governments furnish him aid.

April 16.—A new peasant revolt is sweeping Russia, according to advices received in Berlin. Seventy-two peasants are sentenced to death and 200 to terms of imprisonment for participating in an uprising, say advices received in Stockholm from Russia.

Severe fighting is reported on the northwest Indian frontier, the tribesmen being led by the Afghan leader, Abdur Rajak.

Ratification of the Treaty of Peace of Poland, Soviet Russia, and the Ukraine is voted by the Polish Diet.

April 17.—Kitty MacCarron, of County Monaghan, is shot by Sinn-Feiners as a spy, their first woman victim.

Doctors in Avala, Spain, go on strike because the authorities decline to increase their fees for attendance upon the poor.

Dr. Alfredo Zayas, Conservative-Popular coalition party candidate, was elected President of Cuba in the November election, according to a decision rendered by Boaz Long, the American Minister to Cuba.

France repudiates Gen. Baron Wrangel, former anti-Bolshevik leader in south Russia, because of the danger of a united Greco-Russian drive to capture Constantinople.

April 18.—The Allied Reparations Commission demands that the gold reserve of the Reichsbank and other securities be transferred either to Cologne or to Coblenz before May 1, as a guaranty of good faith in the forthcoming reparations proposal.

Japan informs the United States Government, in correspondence just made public in Tokyo and Washington, that this country has no rights in the island of Yap.

YOUR TROUBLES ARE OVER

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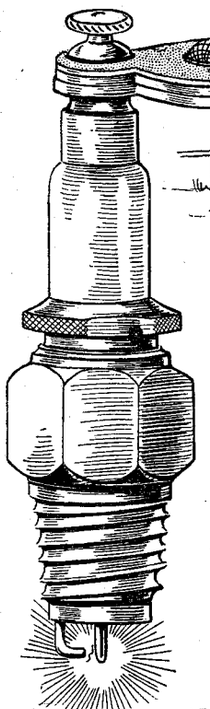

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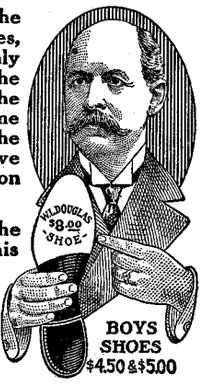

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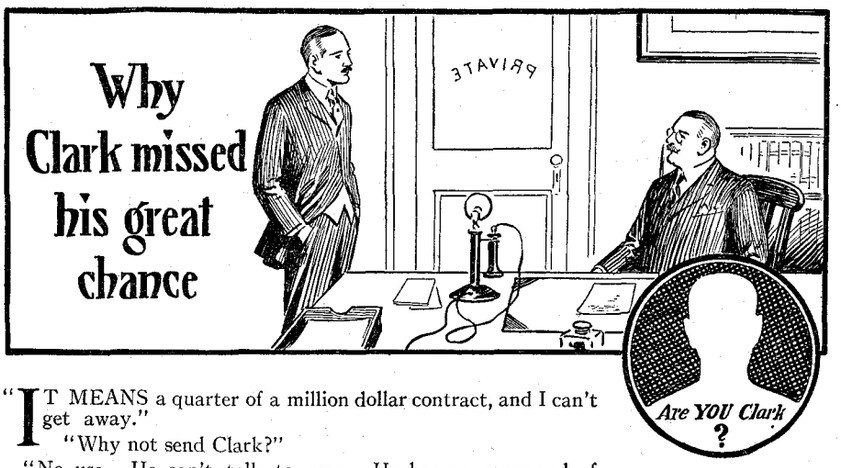
Why Clark missed his great chance



"IT MEANS a quarter of a million dollar contract, and I can't get away."

"Why not send Clark?"

"No use. He can't talk to men. He has no command of the English language."

It was the private secretary's opening—the chance of his life-time—the big opportunity to make good that would have given him better work, greater rewards, and lifted his wife and children into prosperity, but he missed it.

Because he lacked the education to express himself clearly and positively, because his employer could not trust him to go before a group of business men in another city and present the proposal of the big contracting company—he lost his chance.

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CURRENT EVENTS
Continued

Fourteen persons are killed and 100 wounded in fighting between the *Fascisti* and Communists in Tuscany, Italy.

An anti-Bolshevik uprising in Russia has been set for May day, according to reports received in Riga from Petrograd.

Premier Lloyd George announces that the Allies will remain neutral during the hostilities between the Greeks and Turks in Asia Minor.

April 19.—Soviet Russian officials decide to sell all valuable and art luxuries, privately or publicly owned, to buy bread.

Venezuelan officials unveil a statue of George Washington at Caracas in celebration of the defeat of the Spanish royalists in 1821.

CONGRESS

April 13.—The Knox peace resolution is introduced in the Senate.

Senator Borah, of Idaho, introduces two resolutions requesting the President to invite Great Britain and Japan to confer with this country on the reduction of naval estimates for the next five years.

April 15.—The House passes the Young Emergency Tariff and Anti-Dumping Bill by a vote of 261 to 112.

A bill to pay former Presidents annual pensions of $10,000 is introduced in the Senate by Senator Calder, of New York, and in the House by Representative Dyer, of Missouri.

April 16.—A resolution authorizing Treasury use of $100,000,000 from the Federal Reserve Bank earnings during the next three years for agricultural loans is introduced by Senator Sterling, of South Dakota.

A joint resolution protesting against "violations of the laws of land warfare" by British forces in Ireland is introduced in the Senate by Senator Norris, of Nebraska, and is referred to the Foreign Relations Committee.

April 18.—Investigation of the escape of Grover Cleveland Bergdoll, draft dodger, is authorized by the House on Representative Kahn's resolution.

April 19.—The immigration restriction bill, prevented from becoming a law by a pocket veto by President Wilson, is reported to the House by Chairman Johnson, of the Committee on Immigration.

The National Advisory Committee for Aeronautics recommends to Congress development and regulation of aviation and an appropriation of $2,000,000 to establish air routes.

Representative Simeon D. Fess, of Ohio, introduces in the House a resolution providing for a commission of eleven to inquire into all taxation and recommend necessary revisions.

DOMESTIC

April 13.—Compulsory voting at national, State, and municipal elections, under penalty of a fine of $5, is provided for in a bill introduced in the Massachusetts legislature.

Eight persons are killed and many injured as a result of a tornado which struck Melissa, Texas.

April 14.—The American principle of the equality of rights in mandatary territories is admitted in Premier Briand's answer to the State Department.

April 15.—Between fifteen and twenty are reported dead and scores injured as a result of a tornado which swept the

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entire length of Hempstead County, Arkansas.

Abrogation of the national agreement between the railroads and the employees is accepted by the executive council of the shop trades, representing about 500,000 men.

Frank White, of Valley City, N. D., is nominated by President Harding to be Treasurer of the United States.

The executive council of national and international organizations in the steel industry affiliated with the American Federation of Labor decide to begin unionizing the steel plants of the country.

April 16.—The New York State Senate passes a bill permitting ex-President Wilson to practise law in this State.

American prisoners in Russia must be released by the Soviet authorities before the United States will consider any overture for resumption of trade relations, it is announced by the State Department.

H. Foster Bain, of California, is nominated by President Harding to be Director of the Bureau of Mines, and Mary Anderson, of Illinois, is nominated to be Director of the Woman's Bureau of the Department of Labor.

Withdrawal of American marines from the Dominican Republic will not be authorized by the Harding Administration until the natives are fully competent for self-control, it is announced by the State Department.

Col. C. D. Smith is instructed to attend the Austrian Relief Conference as an unofficial observer for the American Government.

April 17.—The Federal Trade Commission in a report to President Harding on the general industrial situation recommends legislation to eliminate unnecessary brokerage transactions, to facilitate the distribution of information on market conditions, and to strengthen the power of the Federal Government in its price investigations.

April 18.—The United States Supreme Court upholds the constitutionality of the New York and District of Columbia antiprofiteering rent laws.

President Harding informs a delegation from the Woman's Committee for World Disarmament that he is contemplating no steps in that direction until peace is established.

Japan's conscription laws are extended to include Japanese residents in the Philippine Islands, India, and South Sea Islands, it is reported in Washington.

Dr. Chaim Weizmann, president of the World's Zionist organization, breaks off negotiations with the American Zionist organization as the result of a split over the Foundation Fund.

April 19.—Negotiations between the marine-workers and ship-owners for a new wage and working agreement reach a deadlock.

President Harding unveils in New York a statue of Gen. Simon Bolivar, liberator of five South-American Republics.

George W. Aldridge, of Rochester, N. Y., is named Collector of Customs for the Port of New York by President Harding.

The American Association for the Recognition of the Irish Republic, meeting in Chicago, adopts resolutions for immediate recognition by the United States of Ireland as a free and sovereign state.

Safety First.—According to a London doctor, hearts are more likely to be broken by joy than by grief. Here, perhaps, is another argument against the repeal of income-tax laws.—*St. Joseph News-Press.*

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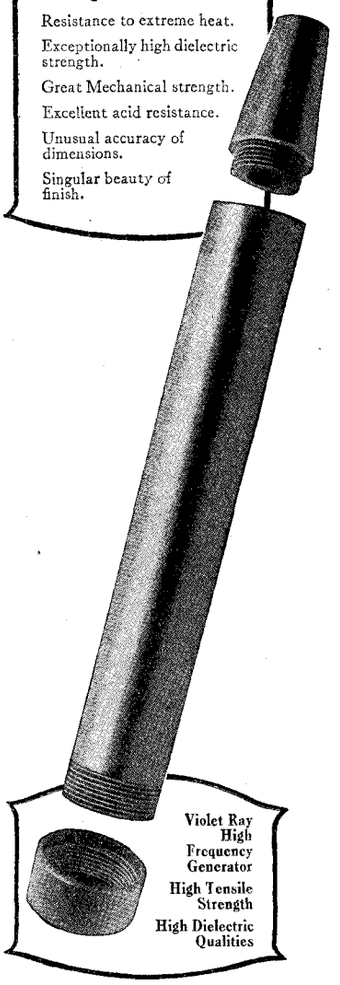

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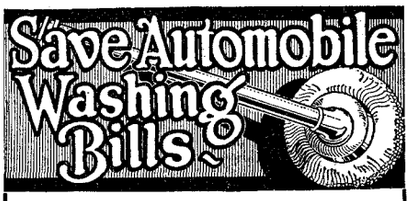

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THE • SPICE • OF • LIFE

Good News for Sons of Rest.—The fellow who knows where the fish are biting can always borrow a quarter.—*Albany Herald.*

To Help Liquidation.—Prohibitionists have no objection to prices taking a drop.—*Chaparral.*

Resignation Needed.—Now the new Congress, reviving old debate, the thoughtful soul resigns itself to fate.—*Pittsburgh Sun.*

Either or Both.—Sometimes we think the world is growing worse and sometimes we think it is merely better informed.—*Dallas News.*

Too Much Baggage.—"Where can I put this suitcase?"

"I'm sorry, old man, but the ice-box is full."—*Iowa Frivol.*

Preventive Measures.—"Why are you so anxious to play bridge?"

"Somebody will play the piano if we don't."—*Louisville Courier-Journal.*

May Harp Higher.—TESSIE—"Agnes always finds something to harp on."

BESSIE—"Yes; I only hope she'll be as fortunate in the next world."—*Alumnus.*

Tip to the Hair Trade.—Cynical Cyrus says: "A girl that gets her hair bobbed ought to be switched, and she will be as soon as it goes out of fashion."—*Sun Dodger.*

Bad for Business.—"Is she very pretty?"

"Pretty? Say! when she gets on a street-car the advertising is a total loss."—*Boston Transcript.*

Last Resort.

"Go to the aunt, thou sluggard!"
He went—she would give him no more;
So he had to go to his uncle
Where oft he had been before.

—*Boston Transcript.*

Strategy.—"A beautiful lady lawyer to defend a beautiful client. What chance have we to win this case?"

"Can't we get a few homely ladies on the jury?"—*Birmingham Age-Herald.*

To Make or Break?—A LOVER—"I wish you'd find out how I stand with your father."

HIS LASS—"Why?"

A LOVER—"He gave me a tip on the Stock Exchange to-night."—*London Mail.*

Not So Simple.—"Simple Simon went a-fishing in his mother's pail."

"He caught nothing, of course," said Mr. Angler; "but he saved car-fare and guide hire. I've done worse myself."—*Louisville Courier-Journal.*

Prepared.—"Ole," said the preacher to the Swedish bridegroom-to-be, "do you take Hilda Sorgeson for your lawful wedded wife, for better or for worse?"

"Oh, well," replied Ole gloomily, "Aye s'pose Aye get little of each."—*The American Legion Weekly.*

Going Down.—Marshal Foch was so busy the other day that he forgot a lunch engagement with King George at Buckingham Palace. Thus we get a pretty clear understanding of what a king amounts to nowadays.—*New York American.*

What Spoils It.—An English novelist took his first look at Broadway aflame with light. He read the flashing and leaping signs and said: "How much more wonderful it would be for a man who couldn't read."—*The Argonaut (San Francisco).*

The Beneficiary.—MRS. GOODSOLE—"I am soliciting for the poor. What do you do with your cast-off clothing?"

MR. LONGSUFFERER—"I hang them up carefully and put on my pajamas. Then I resume them in the morning."—*Boston Globe.*

No News to Him.—A regimental band was about to be organized at one of the war-time cantonments and, after the first rehearsal, the officer in charge was signing up the candidates.

"Your name?" he asked the trombonist.

"Sam Jones," returned the embryo trombonist.

"Your station?"

"Camp Devens."

"Your rank?"

"I know it," sighed Sam.—*The American Legion Weekly.*

A Short History of the War.

"Now cough."
"Sign here."
"When do we eat?"
"Haven't any 8's. Take a pair of 10's."
"There's a soldier in the grass."
"You're in the Army now."
"Treat 'em rough."
"Read 'em and weep."
"All we do is sign the pay-roll."
"It's a great life if you don't weaken."
"The first seven years are the hardest."
"Where do we go from here?"
"You can't stand there, soldier."
"Oo-là-là."
"Lafayette, we are here."
"Let's go."
"Any seconds on goldfish?"
"Madelon, Madelon, Madelon."
"Encore the *vin rouge*, see voo-play."
"Toot sweet, monsieur."
"Is your right arm paralyzed?"
"Mother, take down your service flag; your son's in the S. O. S."
"*Bonsoir, ma chérie, où allez-vous?*"
"Paint it with iodin and mark him duty."
"Son fairy Ann."
"Heaven, Hell, or Hoboken by Christmas."
"*Fini la guerre.*"
"In the Army, the Army, the democratic Army."
"So this is Paris!"
"Hinky-dinky, *parlez-vous?*"
"If I ever get out of this man's Army—"
"Who won the war?"
"There's a long, long trail a-winding."
"When do we go home?"
"We've paid our debt to Lafayette—who the heck do we owe now?"
"When the cruel war is over."
"Say 'ah-h-h' and sign here."
"Let's eat."

—*The American Legion Weekly.*

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